

August 2019



SisterShip

women on the water

**WOMEN'S HEALTH:
MANAGING PERIODS AND
PREGNANCY ON BOARD**

Dogs Who Sail!

Provisioning in Turkey

KAYAKING: THE CHALLENGE OF THE ESKIMO ROLL

Cruising the Coast of Scotland: Part 3

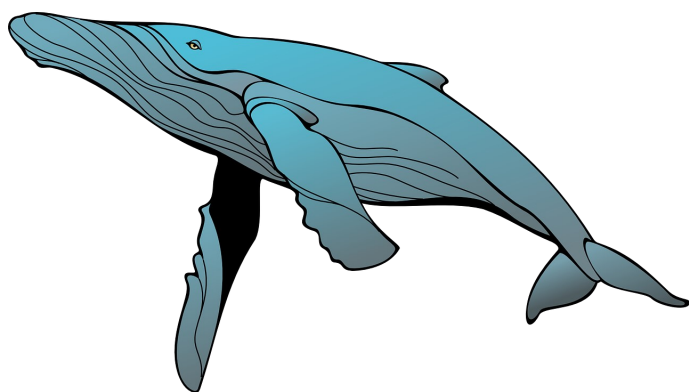
**MUST LUV SAILING:
A BOAT-BASED ROMANCE**

PLUS Pearls of Wisdom, photos, and much more!

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Send your 'Page 3' photos to
editor@sistershipmagazine.com



LEFT: 'Saving six eggs in a storm'. During a crossing in the tender to our anchored yacht, I was adamant to save these six eggs (rather like gold) and got thoroughly soaked, cold, and bruised! But, I got them!

CHRISSY CRICHTON SV *Sundowner Rose*.



ABOVE: Miss Sayuri (10) going up the mast to hang our WWSA burgee (photo sent by **LYNDIE ATKINSON**), AUSTRALIA.



LEFT: Relaxed kite trimming while testing out the lifeline tension during the 2018 Rolex Sydney to Hobart Yacht Race.

AMY GOFF, AUSTRALIA.

The bowsprit



Welcome to the August issue of *SisterShip*!

Romance, dating, periods, family planning, pregnancy, shopping — you could be forgiven for thinking you'd opened a copy of a women's weekly magazine! However, as any woman on the water knows, life on the sea adds an entirely new dimension to coping with many issues our sailing brothers don't need to worry about. Well-known women sailing vloggers, including *La Vagabonde's* Elayna, *Sailing Uma's* Kika, and *Vet Tails'* Sheddy, were among ten sailing women who spoke to Heather Francis about how they deal with periods, family planning, and planning a family (in the case of Elayna) while cruising.

As for romance, we can only guess if that's what the giant cuttlefish of South Australia had on their minds when Wendy Johnson dived during their annual 'love-fest' at Whyalla recently (page 51).

Lisa Marsh-Furness was drawn to the words 'Must luv sailing' on an Internet dating site, and we bring you the story of how she met her man, fell in love, bought a boat, and was married on board it. One of your *SisterShip* editors was also married on boat, 31 years ago this very month!

Jane Jarratt brings us a story about provisioning with a difference in Turkey's floating supermarkets.

While sailing women face specific challenges

onboard, so do those travelling with their much loved pets. We introduce the founder of the extremely popular Dogs Who Sail Facebook group, and *SisterShip* team member, Tanya Rabe. Tanya shares her knowledge and passion for a life on the water with dogs in this, and future, issues of the magazine.

We hope you enjoy this issue and welcome all feedback. Thanks for joining us on our voyage, and as always, look for the dolphin!

Shelley Wright

 & Jackie Parry



ABOVE: A wedding on the water seemed the obvious choice when *SisterShip* editor Shelley married her partner Steve on Gladstone Harbour, Queensland, back in 1988. Shelley and Steve celebrate their 31st wedding anniversary later this month (this was the same year *SisterShip* magazine was launched by Ruth Boydell!).

Message in a bottle

Send your letters to

editor@sistershipmagazine.com

Hi *SisterShip* team!

Thanks so much for the navigation tool pouch prize I won in your navigation challenge! I love it!

Fair winds,

Steph Barnes

Hi Jackie and Shelley,

While I don't sail myself, I do love boats (have spent a fair bit of time on them growing up) and live near the sea in NSW. I like to spend time down on the wharf, looking at the boats. This is the first I have heard of your magazine and it looks good!

Regards,

Lisa, NSW, Australia

Nautical quiz answers:

1) How many nautical miles in a degree?

B) Sixty

2) A west cardinal marker has:

C) The points of two black triangles meeting in middle

3) What is chart datum?

C) The water level that depths displayed on a nautical chart are measured from

4) Where would you find a 'zone of confidence'?

B) On a nautical chart

5) True north is found:

B) On a nautical chart

The winner of the June issue
nautical quiz is

JUSTINE PORTER!

Congratulations!



**A *SisterShip* navigation
pouch is heading your
way!**

SisterShip Magazine cruises along with an international flavour. Our contributors hail from every corner of the globe. We encourage writers to maintain their voice and therefore their local spelling.

Measurements and navigation aids (IALA A and IALA B)* are different too. As valued readers, we just want to keep you on board with our ethos of a less regimented style, and a more international spirit!

*The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA, previously known as International Association of Lighthouses) is an Inter Governmental Organisation founded in 1957 to collect and provide nautical expertise and advice.



Women's Health On board



Sheridan, vettails.com.

Heather Francis

Part 1: Periods and Pregnancy

When we bought *Kate*, our Newport 41, and began preparing to sail across the South Pacific eleven years ago I was 30. I had some sailing experience and completed ocean passages on large power boats, but the prospect of sailing a small boat across a big ocean overwhelmed me. To ease my anxiety, I researched everything.

There was lots of information about what galley equipment to buy, medical supplies that would come in handy, and safety gear that was essential. However, there was little in the way of advice about family planning, feminine hygiene on a boat, and how your

menstrual cycle may affect life on board. I spent a decade navigating these private issues on my own and think it's time we brought the conversation out of the shadows and into the cockpit. I found ten women sailors who not only agree with me, but generously shared their time, stories and advice.

FAMILY PLANNING

Over the past decade there has been a sharp rise in young women choosing the full-time sailing life. Family planning, or rather the lengths we go through to avoid getting pregnant, is a real concern for the voyaging sailor. When I moved onto *Kate* I had been taking the birth control pill for several years. However, having worked on power yachts I knew I was prone to occasional bouts of seasickness. We had no intention of starting a family during our journey, and I did not relish the thought of starting one unintentionally.

After consulting with my doctor, I decided to switch to an intrauterine device (IUD). Although no one I knew was using one at the time I discovered that this type of birth control is popular among women sailors. Sheridan, vlogger and veterinarian of www.vettails.com who is sailing in Central America, had this to say about choosing an IUD. “I had already been using it as it often stops your periods, and I have endometriosis so was getting severe cramping and unusual bleeding. But for a boat it is very convenient in that it can be inserted at your trusted doctor’s clinic and then will remain effective for five years.”

Not all IUDs arrest menstruation, nor is it the right fit, sometimes literally, for all women. I chose an IUD because I was worried about being seasick while on an oral contraceptive, but many women still prefer the birth control pill.

Like any medication that is taken daily it is important to keep an ample supply on board so that you don’t run out. In many countries we’ve sailed medications are available without a doctor’s prescription, simply take your empty packet to the pharmacy. However, the specific hormone combination you take may not be available, or you may have to switch to a generic brand. It does pay to stock up, but like all prescription drugs, only if you can store them in a cool place to avoid spoilage.

Some of the women I spoke to preferred non-hormonal methods of birth control, simply opting to use condoms. Although condoms are available everywhere, you might have to think outside the box to find them. I was recently told by a male sailor that when he finally found condoms in the Philippines it was in the hardware store, of all places.

There is no one method of birth control that will fit every woman. It is important to listen to your body, consult your physician, and make an educated and responsible decision for yourself.

PLANNING A FAMILY

Attracted by the freedom, intense family time, and flexibility that the sailing life offers, perhaps now more than ever couples are deciding to start their families on board. Having a family on a boat can be very rewarding. However, being pregnant on board comes with a unique set of difficulties.

Danielle, sailor and captain of a 50-metre motor yacht, got pregnant in the middle of a busy Mediterranean charter season. “The reason I knew I was pregnant was because I started to get seasick, which I never had before. One night I had to ask my partner to cover part of my watch, because I was so sick.”

Elayna, from the very popular vlog [Sailing LaVagabonde](https://www.youtube.com/channel/UCvVgVgVgVgVgVgVgVgVgVg) had a different experience. “I think I got really lucky with my pregnancy because I only experienced morning sickness a total of three or four times for the duration, which I was dreading having to deal with. So, I managed to dodge that bullet.” She adds, “I did, however, experience serious fatigue. To the point where I had to go to bed as soon as we’d set sail, at least 50 percent of the time.”

As for advice for expectant mothers, Danielle recommends researching doctors and medical facilities in the country you are in so to avoid the unexpected situation she found herself in. “I could not get in to see ANY doctor in France. I was finally able to go for a scan in Italy, but I did not see any medical



Danielle.

professional until 12 weeks and as this was my first pregnancy, it was a little stressful.”

Elayna adds, “If any women are pregnant and concerned about certain mosquito diseases like I was (the Zika virus, as it can cause birth defects) I recommend calling up the public hospital at each island who then puts you onto the person who handles the mosquito disease control in each island and country. I gathered all the information I needed from them.”

GOING GREEN WHILE IN THE RED

It is estimated that the average woman throws away 125-150 kgs of used menstrual waste in her lifetime. Many pads and tampons are made using chemicals that harm the environment, and most wrappers, applicators, and adhesives contain plastic. Add to that the storage and proper disposal of used menstrual products when sailing and its no wonder that many women are looking for greener solutions for those red days.

A low-impact product that has been around

for decades but is gaining popularity is the menstrual cup. Made of medical grade silicon the cup is inserted internally and is designed to be washed and reused. Most women who switch to using a menstrual cup rave about them. Kika, the vlogger behind [SailingUma](#) said, “When I started sailing, I started using the Menstrual Cup. I love how easy and safe they are, doesn’t take any space, and doesn’t create any trash.” Elayna adds, “This really lowered our waste output and made things a lot easier and cleaner onboard when managing my cycle each month.”

Menstrual cups come in different styles and sizes, so it might take a few tries to find the brand that fits you best. Some women find the rinsing out/reinserting difficult when ashore using public washrooms. A good solution is to bring a bottle of water with you, that way you can do everything in the privacy of the bathroom stall, and you are using a clean water source.

Danielle, a cervical cancer survivor, tried using a menstrual cup but found it



uncomfortable post surgery. Still interested in low-impact period products she turned to a relatively new idea; period panties. Constructed out of layers of moisture absorbing materials these washable, reusable underpants basically function as a menstrual pad, without all the garbage, let alone the discomfort. “Previously I always used tampons, but since my surgery (radical trachelectomy) have not been able to use tampons, tried a cup but that was not good for me either. I got so sick of pads, so I tried out the underwear. Although they are expensive I will never go back to pads!”

If you choose to use disposable menstrual products there are still ways you can reduce your environmental impact and waste. Buying organic cotton pads and tampons is not only better for your body, it supports an industry that avoids using harmful pesticides on crops and bleach during manufacturing. A lot of the garbage associated with menstrual products is in the packaging, so look for sanitary napkins that are not individually wrapped in plastic. Another great way to reduce waste, and storage space, is to switch to tampons without applicators. Many of these environmentally conscious brands and products are not available in developing

countries, so stock up when available.

When disposing of used menstrual products do so mindfully and responsibly. Sheridan notes, “I try to ensure they go into a marina bin where I know they will be disposed of with more care, or I place them in proper sanitary disposal units.” In more remote areas, where these are not options, make sure you dispose of your own garbage in a proper bin where an animal is not likely to open the bag. Or, to guarantee it isn’t tampered with and properly disposed of, burn your garbage. And, it should go without saying by now, never throw garbage overboard.

UNDERWAY, PERIOD

By the time most of us step foot on a boat we are well versed in dealing with PMS, cramps, and the aches and pains of our periods. However, the stress and movement of sailing can add to your monthly discomfort. Sheridan discovered that “just the general annoyances of getting cramps, bleeding, and using menstrual products seems that much harder on a boat.” So, what do you do when “Aunt Flo” decides to crew for a week?

Kika from sailinguma.com.



Like many women Kika is bothered by menstrual cramps but finds comfort in light physical activities. “When it comes to cramps, I found some yoga poses and hot tea usually helps. The four poses I found that help stretch the muscles and release the abdominal and lower back pain are: downward dog, cobra, camel pose, child pose.”

Carolyn, a western trained nurse who is sailing in the Caribbean, takes a holistic approach, “I seek natural remedies; rest, positivity, and being ok with actually feeling my body, with what ails me.” Carolyn also suggests following a balanced diet, and perhaps taking vitamin supplements. “It is tough to find fresh green veggies/meat at times, which are necessary for iron replacement. Good nutrition helps not only hormones, but as a blood building staple, and so much more.”

If you are sailing with a partner or other crew members it is important to be open and honest with them. Tensions can quickly arise if you expect other people to take on extra work or shifts underway without explanation. Discussing your menstrual cycle and how it affects your day-to-day activities is not



Period panties.

something you need to be ashamed or embarrassed of, and neither should your crew mates.

As I discovered, there is a great community of women sailors who are willing to share their stories, offer advice and provide support. It can feel scary and vulnerable to ask for help but your health is worth the few minutes of discomfort. Connecting with other women is a wonderful way to navigate the changes, problems and concerns we all experience.



Menstrual cup.

HEATHER FRANCIS is originally from Nova Scotia, Canada. She and her Aussie partner, Steve, bought their Newport 41, *Kate*, in California in 2008 and have been sailing fulltime since. They are currently in the Philippines looking for wind. You can follow their adventures at: www.yachtkate.com

Floating Supermarkets:

When the shops come to you



Jane Jarratt

I'm not a shopper. I'm good at making lists and I'm fast but I always forget the very thing I went for in the first place.

I also tend to get irritated. Too many people, too much plastic, and don't get me started on the lack of choice! Four kinds of apple and all of them Pink Lady. What's that about? Many a time I've summoned the Fresh Produce manager of various supermarkets to discuss the demise of the 385 different varieties of apple that used to be grown in the UK when I was young. Whatever happened to Worcester Pearmain, Black Oxford, and the Cox's Orange Pippin? Anyway, I digress.

Shopping when you're sailing in exotic places is a bit different. The food always looks more interesting and is usually much cheaper. The local markets are a joy to visit, and sell the best quality fruit and vegetables, brown eggs that were laid that morning, fresh fish still shiny and glistening, and meat from animals living on lush pastures. And the vendors smile and slip a mango or extra beans into your bag.

However, shopping for basics when you live

on a boat is a marathon affair. You anchor as near to town as possible, dinghy ashore with all your bags and a cold box, walk several kilometres to the nearest large supermarket (usually in the heat of the day), spend hours trying to decipher the labels and wonder what the Greek/Thai/Croatian word for paprika is. Then you struggle to the check-out, queue behind the many locals who are catching up on gossip, find out you were supposed to weigh all your veggies back at the vegetable section and stand embarrassed while the check-out girl calls for help, try and pay with your Visa/Mastercard/currency card which has worked previously but is now being refused. Then there's the taxi wait while your frozen food melts. Back at the dock it's time to ferry all your food in to the dinghy (firstly removing all the packaging – no bugs on our boat thank you!), losing something essential over the sugar scoop during the transfer, only to find that what you thought was tomato paste is, in fact, shoe polish.

So, imagine my delight on our arrival in Turkey to discover the supermarket came to you! We had sailed down to 12-Island Bay (Gocek Bay) after checking into Turkey at Bozburun, and the anchor barely set when

the first boat arrived selling ice cream. Amil came several times a day during our stay forcing us to consume two or three ice creams daily especially when the temperature soared into the 40s. He also sold ice, essential for those all-important sundowners. Yusuf and his brother brought fresh bread every morning made by their mum. Round, crusty and still hot. Irresistible.

However, it was the supermarket boats that surprised us the most. They sell pretty much everything you need, which meant that once you'd managed to find your spot in the beautiful bay and successfully anchored and tied back to a tree ashore (that's a whole other article), you could stay as long as you wanted. You expect it in the Caribbean or Vanuatu, a sudden knock on the hull and a small boy in a canoe offering you a fish, but in the Mediterranean?

The first couple of boats we saw were impressive enough. They arrived in the bay, usually around the same time every day, and if you gave them a wave, the skipper would skilfully manoeuvre right up beside you. The produce was quite expensive but well worth the extra money for the convenience.

The most impressive boat was the Migros boat. Migros is a local supermarket chain and



The Migros boat.

the boat was enormous! When it arrived, we couldn't believe our eyes. It was a huge ex-ferry converted to a supermarket! Too big to enter the bay, it hovered outside and, as we watched, dinghies from many of the surrounding boats sped towards it, including a large party from a nearby superyacht complete with chef in his hat and whites! Our dinghy was stowed on deck but a whistle brought a smiling young man roaring over to



Supermarket trolleys.

Everything you could wish for – except alcohol of course.



us on a speedy tender and we were whisked over to shop until we dropped.

The boat looked exactly like any other supermarket with trolleys, ATM machine, freezers full of everything you could think of, and incredibly helpful staff (actually, perhaps not like some of our supermarkets). One of the assistants saw us taking photos and took us up to the bridge to meet the Captain. We felt honoured. His English was poor, but I did hear him say to his friend 'Crazee ladies!'



A smiling check-out chap.



JANE JARRATT started sailing in 2007 when she and her partner Andy moved from the UK to Australia. Since then they bought a boat in St Maarten in the Caribbean and sailed it back to Sydney in 2009 and have spent the last five northern hemisphere summers sailing in the Med. To avoid any winters at all, they live in Scarborough in Queensland during the southern hemisphere summer. Jane runs the Women Who Sail the Med Facebook group and her blog can be found on <http://svolive.com>.



Of Foreign Build

AVAILABLE HERE

www.jackieparry.com

This Is It
AVAILABLE HERE



www.noelandjackiesjourneys.com

Welcome Aboard Dogs Who Sail!

TANYA RABE shares stories, experiences, and knowledge about some salty sea dogs.

One morning a few months ago, a woman ran up and tapped me on the shoulder. “Are you the Dogs Who Sail lady?” she asked.

I had to stop and think for a moment as I’m so used to hiding behind my laptop, preferring the dogs to take centre stage. “Yes. Yes, I guess I am the Dogs Who Sail lady.”

This cheerful woman told me how much she values Dogs Who Sail. Every morning she gets up, makes herself a cup of coffee, and goes straight to the Dogs Who Sail Facebook group where she starts her day with a smile, feeling uplifted by the photos and stories of our global community of sailing dogs. This is the essence of Dogs Who Sail.

I created Dogs Who Sail when we were in the early years of sailing with our two Cocker Spaniels, Maxy and Mel, aboard our first sailboat, a South Australian built 34-foot Duncanson called *Crossroads*. When we decided to become liveaboards we upgraded to a 50-foot vessel. The dogs needed a bigger space you see. We joke, and sometimes choke, that we have the most luxurious doghouse on the water.

Since I was little I have been fascinated by dogs; their personalities and antics make me smile, their loyalty and empathy warm my heart, and their companionship and cuddles teach me about openhearted love. My dogs are my family and they mean the world to me.

New to boating with dogs, I wanted to ensure



Maxy and Mel were safe and comfortable on board. I hadn’t met many dog owners at the time and there was no online community devoted to sailing with dogs, so I decided to start one.

Maxy and Mel adapted exceptionally well to boating life despite being older dogs who loved the luxury of a house and big backyard they could explore at their leisure. I was proud of them and wanted to share our fun times and experiences with others who were considering having a dog on board, as well as to acknowledge that it’s not always smooth sailing. There are definitely challenges with a dog on a boat.

Our online community started on New Year’s Day 2016. Every day since we have had a new member join us who is sailing with their dog or considering sailing with a dog somewhere in the vast world.

We have almost 1,300 members globally and I believe a remarkable story accompanies each of these salty sea dogs’ adventures aboard. Dogs Who Sail was created first and foremost to celebrate boating dogs and for their humans to share information and experiences to help other dog owners make more informed choices.

Every day I am touched by the pure love our members have for their furry crew, and the



owners' devotion to ensuring their dogs have a wonderful life on the boat. I am also touched by the love for each other's dogs and circumstances as well. Dogs Who Sail has become a space of love and support, with a depth of kindness that our pets seem to bring out in the humankind.

Some stories that come to mind are of puppies who were born aboard, and new puppies starting their life on their boat. We get to watch them grow, they are extended family. We have a few service and support dogs who open the world for their human friends, emotionally and physically. We celebrate the life of rescue dogs who were destined for a death sentence and dogs who have been abused and traumatised but find a loving soul who takes them on an adventure at sea.

There are dogs who go out on their boats for the weekend and there are others who have circumnavigated the world. The previous owners of our boat circumnavigated with their gold Cocker Spaniel, Lady, you'll get to meet her at some point.

I am always touched by the strength of our Dogs Who Sail community. When one of our members says goodbye to their dog, the community comes together to support the owner through their grief. Complete

strangers with the greatest compassion for one another and their farewelled companion.

Together we will laugh, learn, and maybe even shed a tear of pure gratitude for our four-legged crew members. Each article I bring to you in future issues of *SisterShip* will feature one of our Dogs Who Sail members, accompanied by some valuable practical or life lesson the owner has to share.

Tanya lives with her partner Anthony and their Cocker Spaniel Maxy aboard their 50-foot Passport based in Queensland, Australia. Recently they farewelled their gorgeous golden Cocker Mel, whose legacy lives on through Dogs Who Sail.

Against all odds, Tanya has overcome both thyroid cancer and more recently melanoma. She attributes her resilience to the strength of the bond she shares with her dogs and a craving to experience and explore beyond traditional societal expectations.

She is fascinated by the mystery of the meaning of life and her greatest desire is to grow wise and to understand and support people and all living things.

Love courageously. Lend an ear. Hold a hand. Eat cake. See the world with your heart and be the wonderful human being your dog thinks you are.
Tanya Rabe.

www.dogswhosail.com

Ask to join Tanya's closed Facebook group *Dogs Who Sail*

Meet Dogs Who Sail: Dora

The Sailing Guide Dog

Dora the black Labrador lives aboard a 36.5-foot Beneteau Oceanis with her owner and companion, Pauline Dowell. This dynamic duo share a unique relationship on the water as Pauline is visually impaired and Dora is her guide dog.

Dora and Pauline are permanent liveaboards on the beautiful Boston Harbour, Massachusetts, where they enjoy sailing for pleasure and competitively.

Dora was brought up at the Seeing Eye Inc, Morristown, New Jersey, where she was trained as a seeing eye dog. With Pauline living in a place so different to the norm, the Seeing Eye Inc spent time evaluating their relationship onboard to establish that both Pauline and Dora would be safe living on the boat together.

Before Pauline met Dora, she relied on the traditional white cane to help her navigate her way to and from destinations; determining direction and avoiding obstacles in order to stay safe. On a number of occasions Pauline found herself in dangerous situations and she realised she needed more assistance. Along came Dora.

Off the boat, Dora's primary role is to keep Pauline safe as she guides her to work, social gatherings and the humdrum chores we all have to do in life, with or without full vision. On the boat Dora's responsibilities change a little. Pauline is more than comfortable living onboard, she knows her way around so well and probably has less bruises than the rest of



us. As a liveaboard, Dora becomes a companion, offering Pauline support and comfort in times of anxiety and also waking her up if she sleeps in.

Dora has great confidence in her abilities as a deckhand, especially when it comes to docking. Unlike those of us who display a nervous tic at the thought of docking, Dora loves to jump onto the jetty when Pauline is docking the boat, grab the docking line in her mouth, and keep the boat steady while it is secured. She doesn't mind showing off this skill to nearby spectators, looking very much the professional sailor in her fire-engine red lifejacket.

Pauline believes Dora is more of a pleasure sailor though, loving nothing more than feeling the winds in her ears while sitting at the feet of her beloved human. Pauline, however, likes the thrill of adventure and is an active participant in competitive racing for both visually impaired and fully sighted sailors. Dora prefers to cheer Pauline on from solid ground when she sees that flicker of

excitement glowing in Pauline's aura.

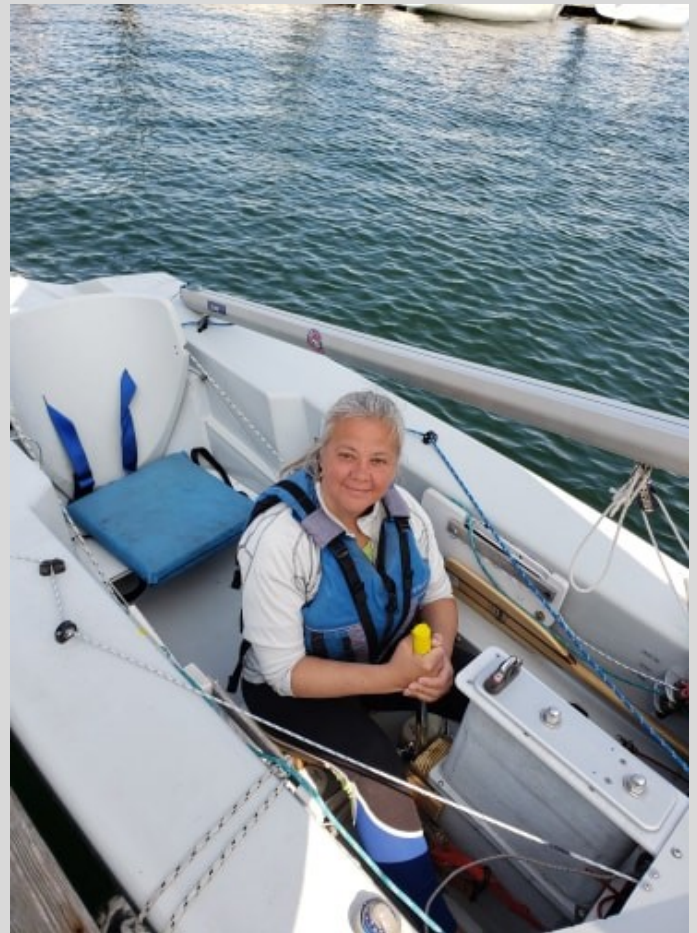
Hearing Pauline's story, I am in awe of her adventurous nature and her advocacy of blind sailing. She says, "I want sighted people to have a different view of what blind people can do... especially in a sport dominated by sighted men".

Pauline's goal is to be part of the first all-women's blind team to sail in the Marble Head to Halifax Race in 2021. This is the longest running offshore race in the world covering 360 nm across the Gulf of Maine. In the meantime, Pauline is setting her sights on the Newport to Bermuda race, which is 635nm! She is not short of experience, having competed in national and international regattas including a single-handed entry in the Beringer Bowl and an overnight offshore regatta on Massachusetts Bay.

I have to say that upon meeting Pauline and Dora, I never felt compelled to focus on the quality of Pauline's vision, instead I see an inspiring couple who are enriching our sailing community in ways that can only motivate anyone with a dream. With a solid support like Dora and courage and determination like Pauline's, live the life you dream of or at the very least, give it a go.

You can learn more about Pauline and Dora's quest to promote women's blind sailing through their finalist's entry video into the Holman Prize, "supporting the adventurous and can-do spirit of blind and low vision people worldwide". Keep your fingers and paws crossed that they may be the 2019 winners.

<http://holman.lighthouse-sf.org/2019/pauline-dowell/>



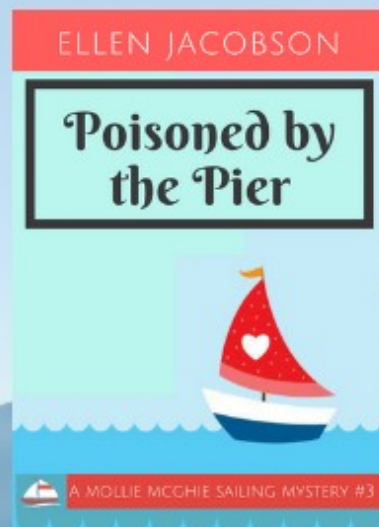
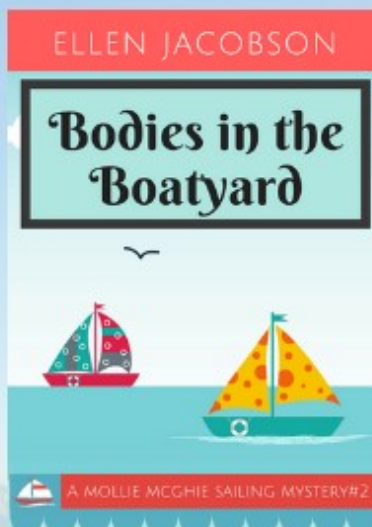
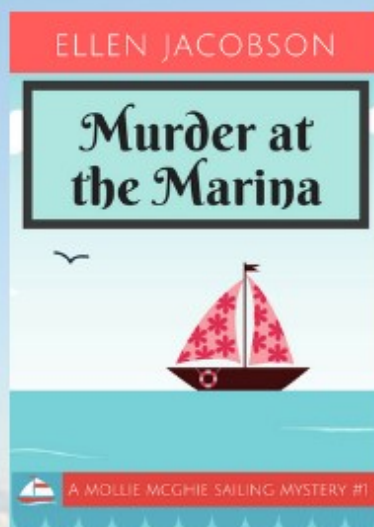
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Presented by Lisa Blair

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and locations
to come!

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ellenjacobsonauthor.com/books

Rock and ROLL

Lyn Battle

Rolling up *ChardonNay*.

OOPS... that moment when you start tipping and know that you are about to fall out of your kayak...

It's not a big deal if you're on a sit-on-top style craft, as you can clamber back on board with relative ease, or with some help from a paddling buddy. It's not a big deal if you're kayaking close to shore and can slide out of the upside-down boat (wet exit), wade ashore, flip it back upright, bail it out, climb back in and set off again. It's not even really a big deal if you're further out in deep water, where you can still wet exit then tread water while you flip the kayak upright, bail it out and scramble back on board, albeit in a most undignified manner.

But what about when you are on your own, no paddling buddy to assist, nobody for miles; in deep water where all manner of sea creatures lurk - including known girl-eating sharks; with waves crashing on nearby reefs allowing precious little time before you are swept onto rocks - you need to be back in your boat right NOW!

This was a scenario I feared last year when I was training to paddle my 15-foot sea kayak *ChardonNay* around Sweers Island in Australia's remote Gulf of Carpentaria. This is a region known for its sharks and crocodiles, although there are no resident crocs on the island, and we like to think no

more/no less sharks than anywhere else. Every time I dragged my soggy ass up that rear deck during self-rescue training, my mind went back 35 years to pool sessions at university where I had started lessons in Eskimo Rolling. I never quite mastered the graceful swift manoeuvre whereby the paddler stays firmly in her boat, twisting around in a mysterious manner to pop back upright. Apart from the safety factor - what an awesome party trick that would be!

It definitely wasn't something I could practice on my own here on the island; it is best taught by a trained instructor in controlled conditions with someone close by to pull your boat back upright while you are learning the tricky technique. Fortunately, at the end of each work season here on the island, we travel to the mainland for the annual doctor, dentist, and boating holiday; so I started researching kayak clubs and instructors - time to Rock and ROLL!

A friend in Townsville put me in contact with my uber-instructor Hans-Jurgen Preuss, who I am sure was rolling his eyes during our first phone call, "Do you really expect to learn how to roll in just four days?" But that was all the time we had in Townsville, and I figured if I could at least learn the basic technique, then I could practice at home.

"Are you comfortable upside down in the

water under your boat?” “Yes.” “Hmmm... then you have an advantage. How long can you hold your breath for?” “Nearly a minute.” “Hmmm...” again. “Well then you have another advantage.”

So, he told me to prepare by practicing breath-hold, and to stop watching all the YouTube videos on how to roll, which mostly show only what happens above the deck with the paddle, not the all-important leg action hidden below. I was determined to make it worth his while and be a model student. On the long road trip from the Gulf to the east coast, I practiced my ‘leg drive’ in the passenger seat, and periodically held my breath, much to the amusement of my DH (dear husband), who probably enjoyed the momentary pause in chatter!

My lessons took place in between getting our 27-foot boat *Trim* ready for sea, on Townsville’s lovely Ross River. Hans-J arrived with a trailer full of assorted kayaks, as colourful as jellybeans, and handed me a dive mask – this really helped with multiple inversions, keeping water out of eyes and nose, helping me see what was going on underwater and minimising any disorientation. I had my paddling mascot Deck Duck with me, and Hans-J taped him securely to the bow.

Standard procedure is to start off with the ‘Recovery’ stage of the roll, so, Hans-J held the paddle while I leaned out to the side on it, learning to trust the paddle, and later the water, for lateral support as I learned how to



bring myself back up onto the kayak. We gradually worked lower until my ear was in the water, bent almost double (or so it felt!), with the kayak rolled right over on top of me. It is so tempting to bring your head up first, but all this does is buckle you at the waist and you fall like a soggy banana back into the water! I had to learn to lean out on the paddle, then kick down hard with the outer leg, while driving the water leg sharply upwards into the deck, at the same time remembering to keep my head tucked into my shoulder and lay back to keep my centre of gravity low. Every time I seemed to forget to do one or other of these things, but if Hans-J was rolling his eyes, I never saw him do it.

Then I tucked in low over the deck and rolled upside down in the water with Hans-J holding onto the tip of the paddle, guiding it around while I followed, learning which way to move underwater. It can be very disorientating, suddenly you are scraping at the sky with the paddle, at the same time twisting around and trying to push the boat away with your hips and legs. Your waist becomes an articulated joint as both ends do different things at the same time!

The aim is to get it right a few times in a row to instil ‘muscle memory’ so that eventually it becomes instinctive. I’m rolling my own eyes here as I remember trying to do this! I actually enjoy being underwater and became distracted admiring the riverbed and plant life. I found myself over-thinking things and



then stalling in the sweep or hovering over the back deck, inevitably getting halfway upright then splashing back down into the water again. “Don’t think about it, just DO it!” yelled Hans-J, “You can think about it later!” and sure enough, when I trusted my memory and just rolled over, my arms and legs all criss-crossed of their own accord and suddenly I popped up to a resounding “YES!” – Hans-J high-fived me so hard I went straight back over the other side!

I did it correctly again, then inexplicably, failed the next. Gradually I started to have little clusters of successful rolls. To my surprise, I eventually popped up to see Hans-J standing some distance from the kayak insisting, “That one was all you!” I couldn’t wipe the smile off my face, and I couldn’t wait to do it again.

Oh and the BRUISES. They say that you should ‘wear the kayak’ not just sit in it, and this is particularly important if you want to roll - you really need to be a nice snug fit in the boat. But it’s like a pair of new shoes - too loose and your feet slop around causing blisters, too tight and they pinch causing cramps. You still need to be able to ‘wet exit’ in an emergency, but surprisingly, when you roll upside down, there is actually a lot of gravity underwater. I had to grip quite hard with my knees to not just slip upside down out of the cockpit and acquired some spectacular pressure bruises on the insides of my knees. Loading up for the leg drive and repeatedly kicking hard rubbed my heel raw on the first day; neoprene socks for day two helped with that.

I was getting to try a variety of craft. The little black water polo-boat I called *Tippy* was a tight fit, and therefore supposedly easy to roll, but very unstable when upright. The whitewater boat was much more buoyant and seemed to pop me to the surface like a cork, but I was loose in the cockpit. Hovering off the seat whilst upside down, then pinching my hip against the cockpit coaming as the



Ouch... hip bruise from being loose in the cockpit.

boat rolled back up, produced my most spectacular bruise of all. Hans-J solved this problem by providing me with some closed-cell foam to pad out the gaps and wedge me in more securely. You can customise your own boat from a roomy armchair day-tourer to a snappy roller in this way, just glue or Sikaflex some pieces of foam where needed. Some manufacturers sell specially made ‘shims’ for customising the fit in your boat.

It took a little longer than four days – bad weather delayed us in Townsville and Hans-J generously gave up his free time daily, so that by day seven I managed to do four successful rolls in a row. Lots of refinement and practice were still required to get a consistent ‘bomb-proof’ roll. I had a lot of fun learning the basics, and my appetite was whetted for the vast range of rolling styles – the graceful layback ‘Greenland’ rolls, snappy ‘Combat’ rolls, fancy ‘Butterfly’ rolls...

While we were in the Whitsundays, I went on a sea kayaking tour out of Hamilton Island with guide Matt. He hails from San Francisco, USA, and is a competent roller. As there was nobody else in the group, Matt agreed to give me some rolling practice. It took a few goes, but I managed to roll the big 17-foot red

kayak upright – YAY! This was the first sea kayak I had rolled; surely, I would be able to roll my 15ft pink *ChardonNay* when I got home...

“Oops - I forgot to tell you that rolling in the sea would be completely different to the river!” Hans-J chuckled over the phone when I rang him from Sweers Island and lamented how the waves, current, and wind all seemed to be plotting against me. But he advised me which way to face into the waves and wind to make it easier. He also reminded me to add some foam padding to make sure I was a snug fit in the boat which did not have any thigh braces nor seat padding. I had to jam my knees up under the cockpit in order to not fall out, which made it hard to load for the leg drive.

DH watched from the shore, tut-tutting every time the boat came part-way up, then slid back down into the water. I held my breath, re-set the paddle alongside the hull underwater, and tried again. Plop. Again. Plop. Out of air now — grab the release strap, wet exit, flip the boat upright and drag it ashore to begin the laborious process of emptying out the water and climbing back in

to try again. This is why I wanted to learn to roll in the first place! What was wrong with me? If I hadn’t rolled a much bigger boat in the Whitsundays, I think I would have given up. DH pointed at the big flat bottom of my boat: “You’ll never get that to roll back up,” he said. It is true that a flat bottom makes for a stable craft that is hard to capsize, therefore equally hard to reverse that position to turn it back upright. But it is not the shape of the bottom that makes a kayak easy to roll, it is the shape of the top deck, and the curve from bow to stern, that breaks suction with the water and facilitates the craft’s natural buoyancy and ability to right itself.

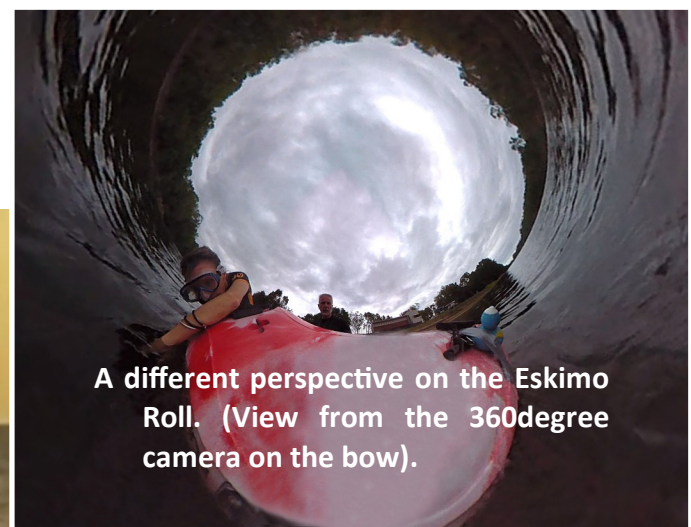
So, I glued some pieces of closed cell foam onto the sides of my seat to keep my hips snug, made some knee pads to stop my legs slipping out of the cockpit, and kept trying. And, as with most things, practice is the key. One day *ChardonNay* popped back up, seemingly of her own accord. In reality, it was because I had adjusted the timing of my

1. How NOT to do it - head up too soon. VIDEO

Available now online at: <https://youtu.be/YiK5E-MBd4c>

2. At last, rolling *ChardonNay*! VIDEO

Available now online at: <https://youtu.be/usM1x2iLDzw>



A different perspective on the Eskimo Roll. (View from the 360degree camera on the bow).



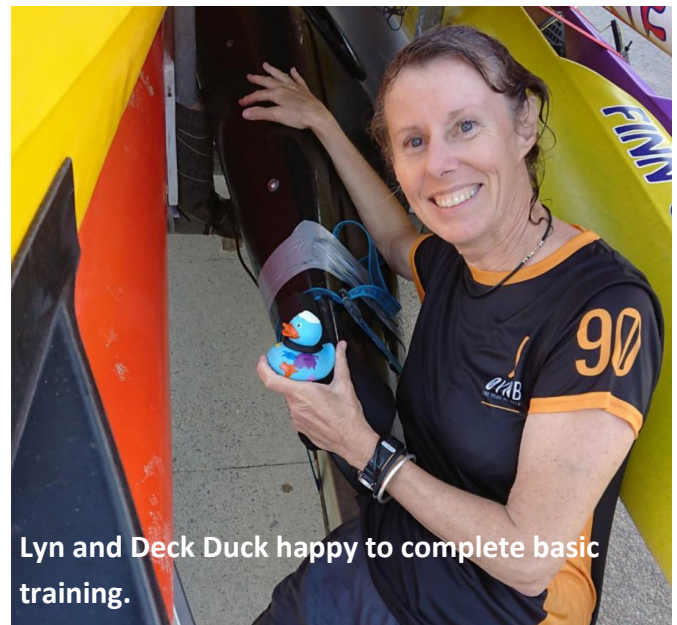
Sunset rolling at Sweers Island.

sweep, leg-drive, and tailored my river roll to this bulky sea boat. We were rolling! In hundreds of miles of paddling, I had never tipped over in *Chardon* Nay, and her previous owner, who paddled her for 14 years, had only tipped once when crossing a river mouth. She is a very stable craft, and at 18 years of age, this was her first Eskimo Roll. There was life in the old girl yet!

When Matt finished working in the Whitsundays, he came to work on Sweers for a while and started teaching me to roll on the other side. It was like learning all over again, with the advantage of being able to roll back up on my good side when I stuffed up the new side! No more time-consuming wet exits.

I learned not to try coming up with the wind blowing against the bottom of the boat because it was bound to block me and push me back down. The sun can blind you if you come up right into it, and a dull day makes it hard to see the surface, so it is good to practice rolling 'by feel'. Mark your paddle shaft so you know you'll have the flat blade skimming the water surface on the sweep, practice in progressively choppiest seas and in surf. Get someone to tip you over from behind – until you are confident that your instinct in a capsize will not be to bail out, but to calmly set up for a roll. And if your first try fails, stay calm, as you most likely have enough air for a second roll. And learn to roll on both sides even if one side remains your favourite - you might have that wind on your hull and need to roll the other way. If you stuff up a roll, it is much quicker to reset the paddle for the opposite side.

Take your time and have fun learning. Not



everyone can roll a kayak. It is not as easy as it appears, but once you master it, you will get such a kick out of the looks on people's faces when you go upside down, surely to drown, then mouths gape as you miraculously pop back up again. It is well worth the effort to learn. It will increase your confidence as you lose the fear of capsizing, thus enabling you to lean out in your boat and learn techniques like bracing, edging (turning) and sculling, leading to a wider range of environments for your enjoyment of this great hobby.

Rock and ROLL!

For more information:

About Eskimo Rolling: <http://www.qcckayaks.com/Kayak-Rolling.aspx>

Hans-Jurgen Rolling Lessons: <https://www.riverseakayaking.com.au/>

Sweers Island: www.sweers.com.au

LYN BATTLE has lived for over 30 years on Sweers Island, in Australia's Gulf of Carpentaria, where she runs a small fishing lodge with her husband Tex. Lyn recently circumnavigated Sweers Island by kayak to raise funds for the Royal Flying Doctor Service, Queensland. Lyn also recently mastered the Eskimo Roll, fulfilling another lifelong dream. Along with her kayak rolling coach, she hopes to make the Sweers Island Challenge a regular event, with more paddlers taking the opportunity to explore this isolated but beautiful part of Australia's coastline.

Women Who Sail Australia and Reef Catchments marine debris initiative



WWSA member Leanne Paras (*SV Sugar Baby*) with her full rubbish bags at Whites Bay, Middle Percy Island, Queensland.

Sailors on their annual pilgrimage up the Queensland coast are taking action against an alarming build up of marine debris — and it is women who are leading the charge.

The sailing group Women Who Sail Australia (WWSA) has partnered with Reef Catchments and Coral Sea Marina to help tackle the alarming build-up of marine debris on Great Barrier Reef islands.

Founder of WWSA, Dr Shelley Wright, said that every winter hundreds of the sailing group members cruised past some of the most remote parts of the Queensland coast and islands.

“Unfortunately, many of these locations accumulate marine debris, particularly plastic,” Dr Wright said.

“Our members collect rubbish when they can, however the problem of carrying and disposing of this on a sailing vessel is a limiting factor”.

This year sailors can stop in at Coral Sea Marina, in Airlie Beach, or Keppel Bay Marina, in Yeppoon, to pick up large bags

they can use to remove the marine debris from the islands.

The marinas are also accepting the rubbish when the sailors return to the mainland.

Coral Sea Marina business development manager Joscelyn O’Keefe said the marina’s participation in the project was part of its ongoing environmental commitment.

“Collection bags will also be available at the marina throughout the cruising season, for the journey back south,” Ms O’Keefe said.

Mackay Marina, Keppel Bay Marina, *SisterShip* Press, and Thwaites Marine have also committed to offer prizes and incentives for participants.

Reef Catchment’s coastal and biodiversity project officer Cass Hayward said the project would begin to address the alarming build-up of rubbish on Middle Percy Island, especially in Whites Bay.

Ms Hayward said the program would run until September, when the sailing season ended.

While this is the first year the program is being run, Ms Hayward explained Reef Catchments was already looking to make this event bigger and better in the future.

She said the program hoped to expand to include more islands, marinas and organisations.

Organisations looking to provide sponsorship, prize donations, or additional rubbish drop off points are encouraged to email Cass Hayward on cass.hayward@reefcatchments.com



LEFT: Marine debris (mostly plastic) collects on the south-facing bays of many remote Great Barrier Reef islands.

Yoga4Yachties



Hi, I'm Leanne Hembrow, John and I run the 'Down Under Rally' but I am also known as Yoga4Yachties. I have been a practicing yogi on board our sailing vessels for 10 years travelling ports of the world and a qualified Yoga Teacher since 2013.

I share my love of Yoga with Down Under Rally Participants and my Sailing Community in various anchorages from Australia to Fiji, check out my website www.yoga4yachties.com to join one of my Yoga Retreats and see my yearly class schedule. Our Catamaran Songlines displays my Yoga4Yachties Logo, please come and say "Hi" if we are anchored nearby, I would love to share a class with you.

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How do you write a piece about insurance and make it exciting? Well, the answer is no matter how you dress it up, it's never going to have the same impact as the thrill of a new chart plotter, the anticipation of a new boat, or the exhilaration in a new set of sails. However, you need to remember it is your insurance that is looking after all these fun things, including you, so it is exciting in its own quiet way, always there in the background ready to be 'sensational' when you need it.

What are the key ingredients you need to look out for in buying insurance? Each person's needs will differ, and you have to make sure that what you are paying your hard-earned cash for is actually insuring what you need.

Be savvy and go shopping. This isn't an instruction to head down to your nearest Bunnings! Gone are the days of just accepting your insurance renewal year on year; there are alternatives out there that may give equal or better cover for less so, maybe this year, don't just say "I can't change, I've been with them for years" instead, do some clever consumer comparison and see what savings you can achieve.

Now this is where I completely contradict myself and say don't just go on price alone, there are a number of factors that you have to decide are right for you and that may mean that the cheapest isn't always best.

Things to consider:

Your insurance company: do you like them, have you had a good experience with them, do they have a good reputation, when you contact them are they providing you with the right service for you?

A lot of companies actually act as a broker and not be the ultimate "insurer" so watch out. Do your homework and ask, who is insuring me, for example Topsail underwrite on behalf of Lloyd's insurers. So, make sure that your underlying insurer is going to pay a claim and is not going to disappear if the going gets tough. In Australia, there is an insurance code of practice that insurers sign up to which provides a standard level of service and commitment, make sure your insurer is part of that code.

Watch your excess. The excess is the amount that you have to pay before a claim can be recovered. Often the premium may be reduced at the detriment of a high excess, this may be absolutely fine for you but when comparing policies be aware of the excess being charged.

What is 'Market Value' and 'Agreed Value'? This is a hot topic at the moment with new providers selling on the merits of their agreed value policies. But do you understand the difference? I'm hopefully going to explain for you.

Market Value: this method has traditionally been used by local insurers. You bought your boat two years ago for \$100,000 and it unfortunately goes *glug glug* - your insurer may say, "well actually that boat today has depreciated and is only worth \$80,000 so we are only going to pay you that". If you don't agree, it is up to you to prove that it is worth more and negotiate a settlement price with the insurer.

Agreed Value: this method has been traditionally used in the international marine sectors and is an agreed value at the start of the policy. You bought your boat two years ago for \$100,000 and you insure it for \$100,000 it unfortunately goes *glug glug* - your insurer will say "Yes of course we will pay you \$100,000".

Now the thing about market value is that it is not 'new for old', you do need to declare the boat's reasonable market value at the start of the policy for the insurers to agree. Once they have done that and insured it, there should be no quibbling over a total loss settlement.

"How do I know its reasonable market value?" Most people have an idea of their boat's worth, we all trawl the classifieds and brokerage comparing our boats and that is what you should do. Add any additional equipment that inflates the value (e.g. new engine, watermaker, refurbishment etc). Your insurer will be able to assist with what should be included and should agree the value you are proposing before taking out the insurance.

So, which is better? Well that is a choice for you. In Topsail's opinion, the agreed value policy is better, it provides a guaranteed recovery in the event of a total loss. At a time when you are traumatised by such a loss, you don't need to be arguing with your insurer on how much they are going to pay out.

In addition, on the basis that the amount of premium you pay is calculated on the value, at least you know that you are not paying for something that, ultimately, may not be insured.

There are a lot of other benefits that individual insurers provide to enhance their policies, don't get blinded by the bells, whistles, flashing lights, and razzmatazz, it is all there to entice you to buy. Look for good solid cover with good security at a middle of the road price. Make sure it meets your own individual needs and that you have a good level of service and rapport and you won't go too wrong.

Well, having reached what the word count and reader boredom will allow, it is time to conclude. If you have found this helpful and want to find out more, there are other tips and guides on Topsail's website what we call our "Topsail Top Tips".

I told you insurance could be "sensational"!

www.topsailinsurance.com.au



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Big and Small!

After my son, Sgt Kyle Thomas, was killed while serving in the military I had this big idea that I wanted to learn to sail. I felt it would help with my grief and get my mind focused on learning something new. Kyle was killed two years ago on the night of Memorial Day in a M1 Abrams battle tank roll over. He left behind his girlfriend Jessica and a 28-day old baby girl named Devina Jayde. Devina was born with albinism and is now a beautiful two-year old with pure white hair! I also have two daughters and a total of six grandchildren.

I started looking at boats suitable for a beginner, that wouldn't break the budget, and purchased a Chrysler 22. It needed a little work but nothing I couldn't handle. I cleaned the boat inside and out, got a newer outboard, and replaced some wiring, navigation lights, and the bilge pump. I named her *Gold Star* since I am a Gold Star* mom.



Kyle and Devina.



Jo Ann Boussouar.



Gold Star.

Today, I sailed solo for the first time. I had a wonderful time all by myself on Pensacola Bay in Florida. I had dolphins swimming beside me! I just love it and it's very healing for my soul to be out on the water. I have the boat in a slip at a small marina just two miles from my house. I still have a lot to learn!

*American mothers who lost sons or daughters in service of the United States Armed Forces.

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*Topsy felt that she had hit rock bottom,
luckily she had Topsail Insurance to look after her.*



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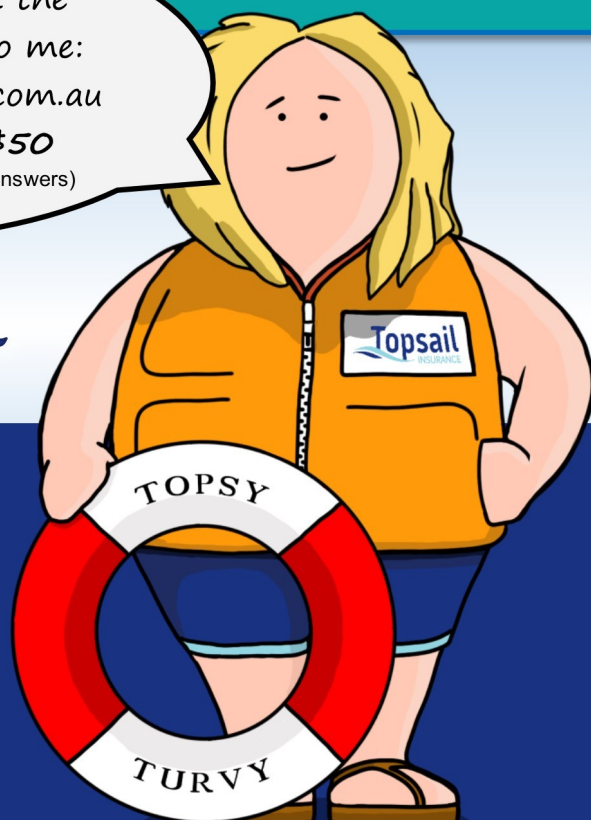
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Flat bottomed girl

Views from the canal

VALERIE POORE takes the helm of our regular barge boat column.

The battle of the bugs

Despite being a canal and river boater, I frequently find myself reading books about blue water sailing to learn about a different type of life aboard. I have to say that in my case it's a bit like picking at a sore. Sailing and I don't go together; we never have. I get horribly seasick at even the hint salt water, there's nothing to see but sea, and I can't just find somewhere to tie up and get off whenever I want. So why I feel impelled to read about a life I know I couldn't endure? I don't know, but I do.

I suppose I have to admit it's a kind of morbid fascination. What's worse is I read with my 'what if' hat on. I'm anticipating the stultifying fear of the storms, the querulous quiet of the calms, the catastrophic encounters with coral reefs, cast away containers, sharks, killer whales, you name it, before they ever happen. And if they don't, then I'm almost disappointed. Can you figure that one out? No, neither can I.

But there's one thing I've noticed in my unhealthy obsession for reading about sailing adventures: sailboats seem to be blissfully



free of other 'inhabitants'. And by that I don't mean people; I mean uninvited wildlife. There has to be an upside, doesn't there?

This is quite the opposite when you live on a barge. There's a plethora of other creatures involved. In fact, you need to have a high tolerance level for resident bugs, and in particular, for spiders and mosquitos.

For some obscure reason, spiders love barges. Give them a day and they'll festoon your floating home in their own brand of lacework. Very pretty it might be for a while, especially when sparkling with morning dew, but it's quite inconvenient when you have to plough through curtains of it before leaving the boat for work.

As a teacher, I can confirm it doesn't look good to arrive in class still pulling strands of spidery thread from my clothes. Just recently, I even dislodged the former occupant of a web from my hair while I was discussing some feedback with a student. He had the grace not to look surprised when I nonchalantly brushed the errant spider off

his thesis, but I could only imagine what went through his head. It's a good thing we English have a reputation for eccentricity, isn't it?

Still, through almost excessive diligence, I *did* manage to rid my barge of spiders one year. Unfortunately, I nearly got eaten alive by mosquitos instead. These miniscule vampires don't necessarily like barges, but they definitely like the human flesh that resides within.

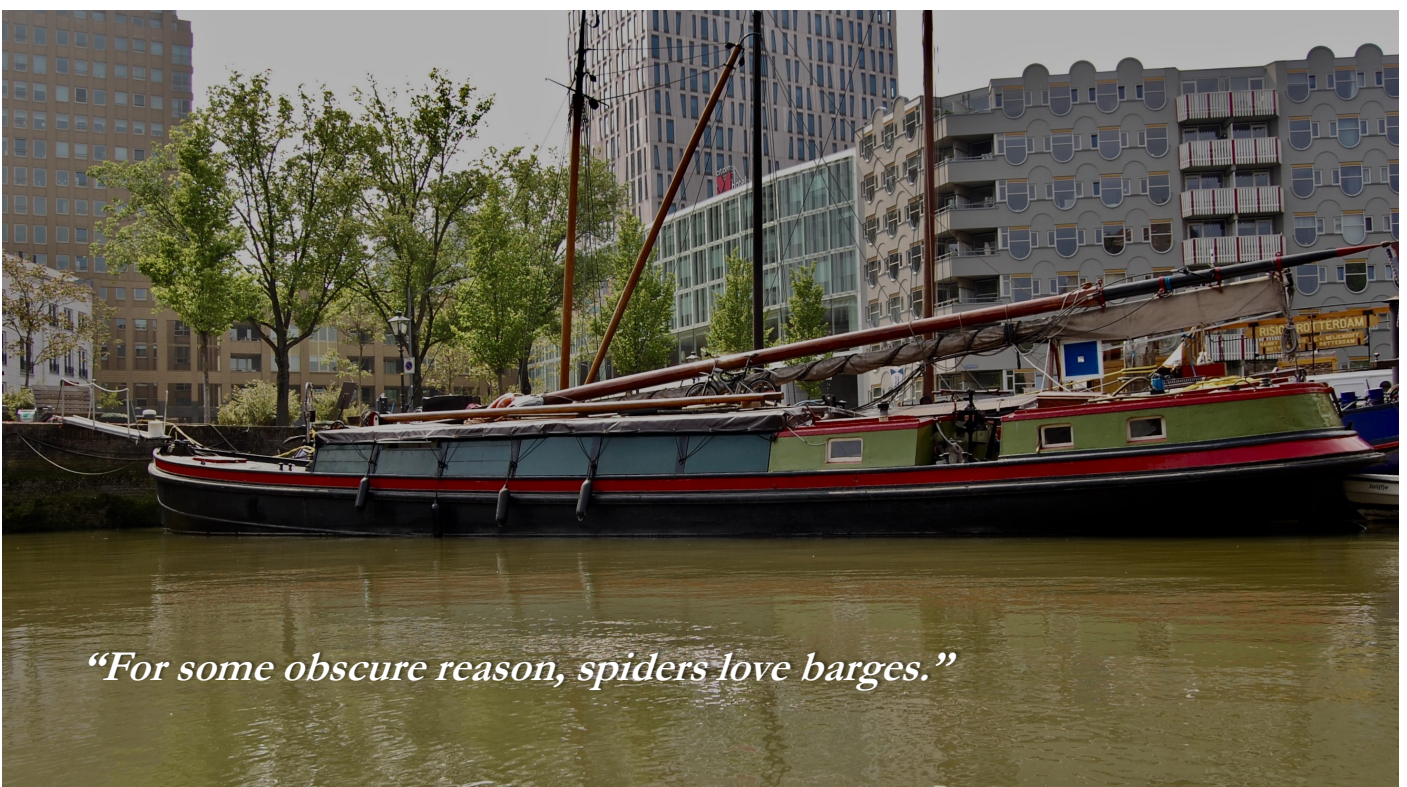
In our tidal harbour, most of the water moves constantly. However, there are 'dead' areas where it barely stirs at all and where debris, weed and even a form of surface scum collect. It's in these almost stagnant corners that the mosquitos breed and multiply, ready to make nightly raids on the unsuspecting victims in the boats. Picture aerobic mozzies flying formation over your bed at night, and you'll have a fair idea of what it can be like; that's unless you accept having spiders spinning their own version of a mosquito net over you instead.

The sober truth of the matter is that if you want to live on the inland waterways, you'll inevitably suffer from mass invasions of

these flying whining, blood-suckers - unless you tolerate equal invasions of scuttling, web-spinning troopers, who in their turn will trap and dispose of the aforesaid flying fiendish biters. It's the kind of dilemma that's the stuff of nightmares, isn't it?

So, what *is* the solution? Well, there are two options: we can either dispatch both the 'spinnners' and mosquitos (and probably ourselves too) by means of a cocktail of toxic chemicals - all surprisingly easily available from our local supermarkets; or, we can make our peace with the spiders and let them take care of their adversaries. Since chemicals have other and more insidious effects (okay, I know they can't be worse than death), my preference is for the latter - with reservations.

To be honest, I don't mind the spiders nesting outside, even though they don't seem to understand that constructing their homes across the entrance to mine is not a good career move. No, my biggest beef is with their brothers inside the barge. They are far too productive for comfort and I frequently have to clear a path through the fruits of their labours when I get up in the morning.



"For some obscure reason, spiders love barges."

Unpleasant it is, but up to a point I've come to accept it. After all they do a sterling job of keeping the mosquitos at bay in a natural and, to me, painless manner. However, sometimes I feel they push the boundaries of 'their place and mine' too far. For instance, there was the morning I woke up and found a web stretched across my bed from side to side, effectively pinning me to the mattress (not always bad, I agree). And then there was another time when I was disturbed from my nightly read by a particularly hairy spider abseiling from the ceiling onto my book.

At such times, I feel they have crossed the line and then I take action. As the saying goes 'a new broom sweeps clean', and that's what I do. Out comes the brush and I embark on an eviction spree to oust the most brazen of them from my home. As for those who keep to discreet corners, I leave them well alone, and for this reason: if you don't want the mosquitos to thrive, you must let the spiders stay alive.

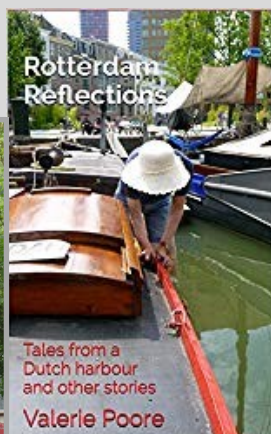
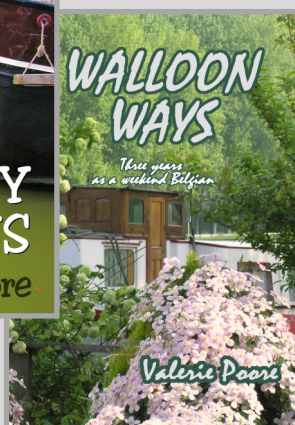
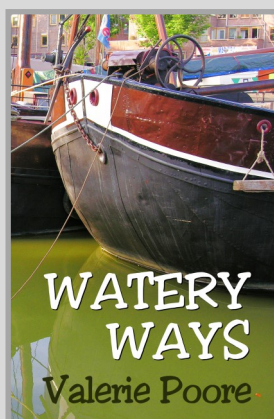


VALERIE POORE was born in London, England, and grew up in both north London and the west of Dorset. She moved to South Africa in 1981 but returned to Europe in 2001, which is when she began her love affair with the lovely Dutch flat-bottomed barges (hence the page title). She has lived on a barge in Rotterdam's Oude Haven since then, but summers see her and her partner on the Belgian and French canals. Val teaches writing skills at the local uni for a living, but has written several memoirs about her waterways life. Writing is a lifelong love as well as being her work.



So, sailors out there, although you have much more dramatic wars to wage against the elements on occasion, be grateful for small mercies: you don't – at least by all accounts – have to contend with these constant and uncontrollable bugs.





Valerie's books can be found at the following Amazon links:

Harbour Ways: <https://geni.us/CkA1N91>

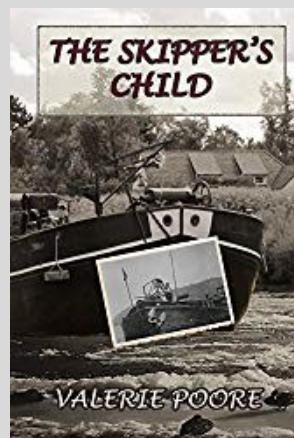
Walloon Ways: <http://geni.us/1CDTu>

Faring to France on a Shoe: <http://geni.us/AOt9kT>

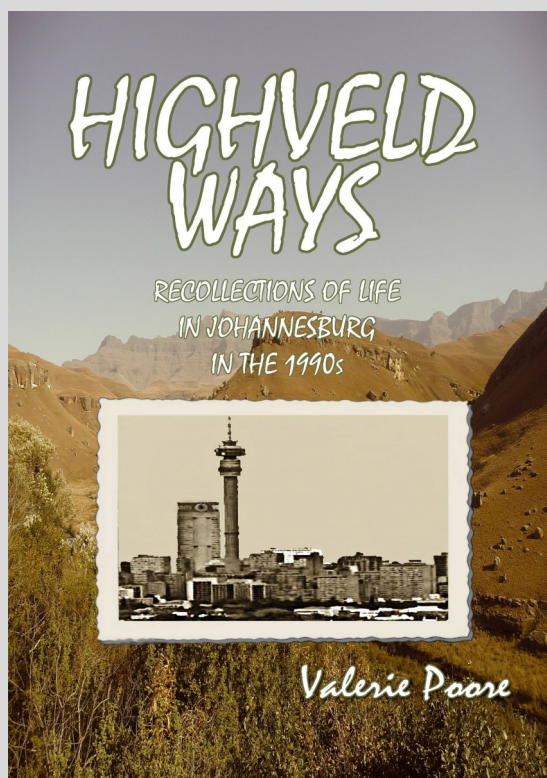
Rotterdam Reflections: <http://geni.us/5pSxcgs>

The Skipper's Child: <http://geni.us/PBwQnP>

Watery Ways: <http://geni.us/lusDZT>



New Release from Valerie Poore...



This is the third book about the author's life in South Africa. In Highveld Ways, Valerie and her children join her husband in Johannesburg and begin a decade of life in and around the city. During the years that follow her arrival in 1989, Valerie explores the Highveld area on which Johannesburg is built and learns to love every aspect of South Africa's biggest, baddest city. The family move house five times and each new home brings its own memories and adventures, along with trips to Namibia, Zimbabwe and other parts of South Africa. The backcloth to this memoir is the turbulent political upheaval of the early 90s as well as the emergence of the New South Africa under Nelson Mandela. While no story about South Africa at the time can escape the often violent lead-up to the changes, Valerie's memories are focused on the events, the places and above all, the people who filled her life at the time.

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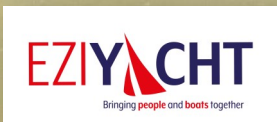
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Buying and Selling Boats Made Easy

Want to save money and sell privately?

Yacht Broker SONIA ROBINSON shares her tips

EziYacht Series – Part 2: Negotiating a sale



Are you a boat owner wanting to make top dollar on the sale of your yacht? Don't want to throw away \$\$\$ using a Broker? There are several factors that will help to make your life *easier*, and save you time and pain so that you walk away happy!

In *Sistership's* June issue, we looked at the steps towards placing your boat on the market and provided tips on attracting the right buyer. But how do you know when you've actually found 'the one'? In this episode we'll look at ways to recognise a genuine buyer from a time waster with some common questions to help you on your way to a smooth and successful sale.

By now most of the hard work is behind you, the boat looks better than ever. You've managed to emotionally detach yourself (somewhat), set your sale price and she's ready to be passed on to her lucky new owners. Now all that's needed is to pour yourself a cup of coffee and wait for the call ...

The phone rings. "G'day mate... I'm callin'

about yer boat - any leaks or osmosis?"

Huh? Possibly not the greatest start but at least you've reached the first milestone. Someone has seen your advertisement and they're interested enough to call you about your boat. They may be not *sound* like an ideal customer but you don't know that for sure - yet.

EziYacht Tip 1

Some people may appear a little strange at first as they may not know what to say, but they might just be the one to make that winning offer.

Buyer Question: "Why are you selling?"

This, or 'Tell me about the boat' is a great way to get the conversation going. It allows the buyer to listen while they form their opinion of you and it acts as an icebreaker. Typical reasons for selling could be financial, not enough time to use her, upgrading or downsizing, or moving overseas.

Whatever your reasons, be careful to not

sound desperate. And if it is due to lack of use, expect a few more questions in this regard. If it's because you're going overseas you don't have to say when as it's none of their business, but give yourself plenty of time because you don't want to feel rushed during the sale - unless you have already opted to sell through a Broker.

Now is also the perfect opportunity to turn the conversation over to the caller by asking them why they are interested in buying? If they splutter 'Oh I'm just looking mate' you probably have your answer. If they're genuine then they'll probably tell you what they're looking for and this will also help you assess a) how soon they intend to buy and b) how suited they are to your boat.

Some callers, like the one above asking about leaks and osmosis, may be a little awkward and want to know what's *wrong* with the boat. This might indicate a cautious or conservative buyer who will need to gain your trust. They should not be ruled out however as they might just lack the ability to openly ask you if there are any outstanding jobs needing to be done.

In any case, your job is to promote your yacht. You'll know a good time waster when they start asking all the wrong questions... or if they appear to know nothing much about boats at all.

EziYacht Tip 2

Vet your callers - Don't be afraid to ask your caller what they are looking for and what their intended usage is.

Seller Question: "Is this your first boat?"

Asking some basic questions over the phone or when you meet helps you gauge what stage of readiness to buy they are at. For example, if you ask an open ended question like 'Is this your first boat?' the answer will help you form your own opinion. Whatever the response, you will gain a good understanding of their experience – or lack thereof. It also allows the buyer to tell you about their plans.

Note: if you establish that they own a boat currently, then more than likely they'll need to sell it before getting too serious. Again, ask them if this is a factor. (This hasn't stopped me from buying in the past ... but it does stop most people who prefer to offload first rather than becoming Admirals!).

Another useful question is to find out what their intended usage may be. For example if you're selling a pedigree race boat and the caller is a novice sailor then you probably might want to know that sooner rather than later. Or your boat has limited headroom, then someone of 6'4" is not going to enjoy going below – so point this out before



arranging to show them on board to prevent time wasted down the track.

Rule of Thumb: If you're selling a cruising yacht then you should be receiving calls from people wanting to cruise.

Once you've had a good chat with the caller then make yourself available to show the boat. Pick a time that suits you as well as them and check in closer to the day to confirm the meeting point. On the day when you meet, refresh their memory by pointing out the boat's best features and include any recent servicing history.

During the inspection show them what you like most about the boat and don't be afraid to ask them what they think of her, for example, "Do you like the boat? Is she what you expected? Is there anything else you'd like to know?"

EziYacht Tip 3

Once on board unless they want a full guided tour, allow the prospective buyers some room to get a 'feel' for the boat as it could be theirs soon.

Buyer Question: "Is the price negotiable?"

Of course it is – but depending on when this question is asked it will be up to you to answer how you choose. If it's on the phone before you've spoken much at all, you can almost guarantee you're on to a time waster who is willing to low ball an offer sight unseen. "Not at this stage – goodbye – thanks", click. However, if it's after an inspection and you think the person is interested then suggest it would be dependent on the offer but yes, you'd be 'open' to negotiation. Of course it does depend on the offer but in my experience it's better to be 'open' to negotiation than saying, "No, the price is firm".

At this point, you might also want to ask them if they are looking at or considering any other yachts, and don't be afraid to offer your opinion (if you have one) on how yours would compare. This shows honesty and also gives the buyer comfort that you're not trying to be pushy. Of course, it may be better to keep quiet but that's up to you.

EziYacht Tip 4

Steer the conversation in the direction you think it should go. This should make it easy for your buyer to take the next step towards an offer, but don't be too pushy.

Buyer: "Can we take her for a test sail?"

It's not advisable to take the boat out of its pen or off the mooring until you've seen some commitment – ideally a deposit. So don't be too keen too soon. Of course, if your buyers are travelling from interstate they should allow time to take a second look at the boat – and then you can talk money and test sails.

Alternatively, make it easy for your buyer to take the next step towards an offer by asking for it. For example, if you think it's worth offering to show the boat a second time then do it. But don't do this as a habit or you'll soon get pretty stale.

Another subtle way to move things along is to pre-empt the next steps by telling them how things will happen following an offer. "You can haul out 'here' and there's a list of surveyors 'there' and I'm available to go for a test sail on 'when'", and so on.

If you have a good rapport with the prospective buyers, you can always be straight up and ask them "Would you like to make an offer?"

If you have other interest in the boat – tell them, but only if it's the case. Don't worry

about what they think... you're doing them a courtesy as you know they're interested. You can also let the other party know. At the end of the day you want a smooth sale by selling to the most agreeable buyer so allow them the opportunity to make that offer when they are ready.

If the offer is really low (beneath your bottom line) then politely decline and tell them the truth - that you're hoping to get more. If it's somewhat in the ball park or a little low, then you can always come back with a counter offer. If it's a great offer – then well done – you can proceed with making arrangements for the survey, test sail, and payment.

When it comes to negotiation (at the pointy end) you're almost home so just hang in there. It's natural for both parties (buyers and sellers) to get a little nervous at this stage. Ultimately the survey outcome will determine any adjustments in price so once this has been done and you've test sailed, you can finalise the deal with a price you're happy with. This could be agreed upon subject to certain things being done or included in the sale – or a reduction on the original agreed price. It's important to be fair and reasonable here.

Then it's time to finalise the sale, sign over the boat, and bring out the champagne!

EziYacht Tip 4

Be Patient – You probably took some time to consider when you were buying so keep your hat on and let them come back to you when they're ready.

After reading this, if you have doubts about doing it yourself then put yourself out of misery, pick up the phone and call a broker you trust. You'll thank yourself for opting to do it the easy way!

A note on Negotiation:

Most people get a little uncomfortable at this stage – which is often why it's nice to have a Broker to represent you. As a buyer or a seller you can engage a Broker to assist with the process this quite often takes a lot of the guesswork and anxiety out and gives you the peace of mind that you're doing the right thing.

Next in this EziYacht series 'Buying and Selling Boats Made Easy' we'll look at things from the Buyer's perspective.



SONIA ROBINSON grew up sailing the Irish coastal waters and became comfortable at sea from a young age encouraged by her mother, a passionate sailor. From humble beginnings as a sailing instructor in the Mediterranean, she found her dream job racing classic yachts only to discover a life of adventure which took her across the Atlantic working aboard numerous ocean going yachts. She's a qualified RYA Offshore Yachtmaster and Australian Sailing Senior Keelboat Instructor and has devoted a large part of her career in the development of sailing with Australian Sailing, RYA, YNZ and Fiji Yachting Association.

Having owned boats throughout her life, Sonia realised through her own experience that a good Broker is a rare find. She decided to set the world straight by turning to yacht broking in 2017. Sonia believes in excellent customer service combined with quality marketing and an honest approach and attitude to selling. Sonia's goal for EziYacht is to become the number one cruising and classic Yacht Brokerage in Australia.

Sonia is happiest when sharing her passion for boating by helping to make it accessible and safe for everyone and she would love nothing more than to encourage more women to take the step towards boat ownership.

***My profession is selling yachts and you can call me at any time for a free consultation on 0410 35 77 55 or shoot me an email on sonia@eziyacht.com.**

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The Essence

A collection of photos and short vignettes reflecting on one sailor's life with the sea.

By Deb Akey

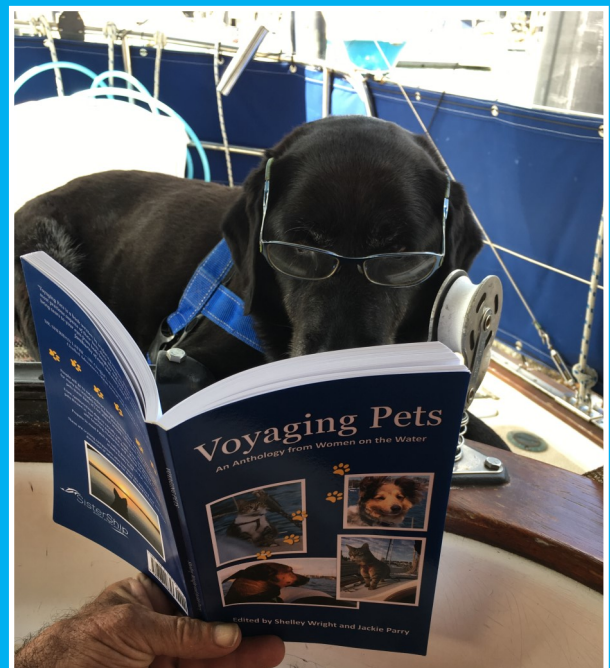
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MUST LUV SAILING



Lisa Marsh-Furness describes how she met her husband, bought a boat, and was recently married aboard it.

“Must Luv Sailing” the header at the top of the page read as I scrolled through the internet dating site, not Tinder with a swipe to the left or right, but one of the original dating websites which requires a written profile along with the obligatory selfies.

The “Must Luv Sailing” is what jumped out at me first. I have always been adventurous and many years ago, in my younger days, I thoroughly enjoyed a five day cruise up the east coast of South Africa with four other young people in a 35-foot monohull as we delivered the yacht from Port Elizabeth to Durban for the owner. It was my first time crewing, and I loved the exhilaration of it all and the contrasts between balmy days of blue skies and flat seas, and the thrill of a 12 hour storm we sailed through at the end of the trip. My more recent sailing experience had been a lot smoother. In 2015, at the end of a four-month stint of travelling solo doing volunteer work in Nepal and attending a yoga retreat in northern India, I spent a lazy week on the beach at Langkawi, Malaysia before reintroducing myself back into western culture. Whilst staying in Langkawi I noticed a catamaran anchored in the bay near the hotel where I was staying and striking up a conversation with the skipper one day, I negotiated a day sail with him and his partner

across to Thailand. It was during this dreamy day of sailing that the thought struck me that I would love to do what this couple was doing, and how cool it would be to meet a sailor to go adventuring with.

Fast forward a year and I found myself back in Perth, working a nine-to-five office job and wondering how I had gotten back into the rat race that I had been trying to escape. The idea to move to the east coast of Australia came about because my two daughters lived over there. It seemed like a good idea to be closer to them as they were now both married and grandchildren had started to arrive. Being able to spend more time with my family was a major drawcard, so there I was one evening, idly browsing the dating site, hoping to find an attractive man in Brisbane that might show some signs of compatibility with me when the “Must Luv Sailing” by-line caught my attention. The pictures weren’t bad either, he looked like my type and his profile was well written with no spelling errors (something I always look for) and he seemed emotionally mature. With all of the above, along with owning his own yacht, he seemed like the perfect match so I sent him a “wink” (as you do on these sites) and waited to see what would happen next.

I couldn’t resist a smile when not much more than 15 minutes later I got a “wink” back and a few lines from the sailor in Brisbane saying hello. That was the start of an email relationship which lasted a few days until one of us made the first phone call and we

started to chat. It was amazing how easily the conversation flowed as we first chuckled about the by-line that had caught my attention and then got to know a bit more about each other. In fact I found the forced slowness of the relationship very refreshing, as we had no choice but to chat, which we found we were doing most nights for longer periods of time as we started to relax and open up a little bit more about ourselves. During this initial period Trevor's father suddenly took ill and passed away, which was very sad, but we found that the experience initiated some very in-depth conversations. This led to a feeling of mutual trust and a closeness that may otherwise not have been built so soon.

It was three months later that I found myself on a plane on my way to Brisbane, having made the decision to move interstate and start over on the east coast of the country. I was staying with my daughter and her husband for the first while and had signed up to do a three-week intensive yoga teacher training course in Byron Bay. This also gave

me an opportunity to meet Trevor face to face for the first time. We both were a little nervous to begin with as we weren't sure if the connection would feel the same in person as it had over the phone, but he was waiting to meet me at the airport to drive me up to my daughter's home on the Sunshine Coast and it wasn't long before we were chatting away like old friends. Fate may have played into our hands a little as there was an accident on the Bruce Highway, unfortunately a fairly regular occurrence on that stretch of road, and the trip took two hours instead of one, so we had plenty of time to connect in person during the drive. In fact we hit it off so well, that Trev decided to book into a hotel in Mooloolaba for the weekend so that he could visit me more often and we could spend some time together before I headed off to Byron Bay for my yoga teacher training. We joked in those early days that we only ever seemed to get three days together before I was heading off somewhere. I was offered a fantastic job at the end of my yoga course which necessitated a flight up to Cloncurry on my



first day of work to see the copper mine where I was going to be employed. Fortunately, my role as executive assistant to the CEO meant that I would be based at Head Office in Brisbane so it wasn't long before I was back in the city and Trevor and I could start dating and getting to know one another.

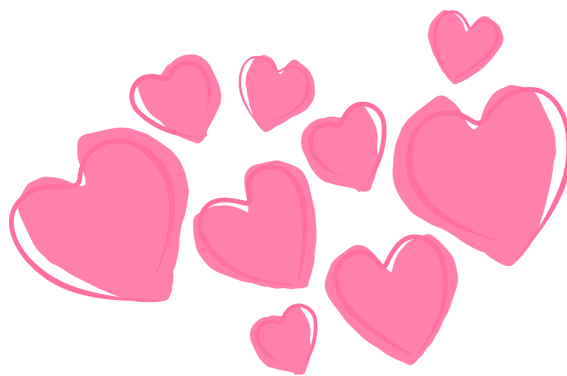
The first time I went sailing on his 26-foot Macgregor *Cool Change* was very exciting. Moreton Bay proved to be the ideal learning ground for a new sailor and Trev has the utmost patience, he makes an excellent teacher. We had a couple of years of taking her out on weekends as I built up my skills and gained some confidence, although not without mishaps, the worst of which is when I forgot to check the depth gauge and ran us into a sandbank. Luckily the damage was not too severe, and Trev was able to reverse *Cool Change* off the sandbank and steer her home without too much difficulty. It was a lesson well learned though as one thing I am always very conscious about now is the depth of the water we're sailing in!

Our dream had always been to buy a catamaran and at the end of 2018 the dream became a reality. We purchased our Dean 440 Espace Catamaran from the original owner who, with his wife and three children, had sailed her from Cape Town, across the Atlantic to the Caribbean, through the Panama Canal and across the Pacific, before finally ending up on the coast of Australia. After some time, they eventually settled in Brisbane where they decided to stay. After a few years of living aboard they were ready for a life on land, so the timing was perfect as we were looking for our new boat to move on board as permanent liveaboards. The plan being that we will have a couple of years to get used to her and learn how to sail her before we pack up work and head off to enjoy a cruising lifestyle.

The final matter was just to get hitched! So, on the 13th April this year we had a small

ceremony on board our stunningly renovated and repainted catamaran which we named *Music*. The day was relaxed, full of laughs, and enjoyment, and shared with our immediate families. *Music* was decorated with flowers by my new sisters-in-law who did a marvellous job of making her look fabulous. After a very simple ceremony on deck, we headed to a nice restaurant to enjoy a dinner and a few champagnes before returning to *Music* where we partied till the wee hours of the morning. There was lots of fun, dancing, and even boat yoga attempted at 2.30 am, luckily our understanding neighbours didn't mind, and a great time was had by all. A week later Trevor and I, along with some of the family, headed off to Zimbabwe and South Africa for a holiday/honeymoon where I loved showing off my homeland to my Australian family members.

We are very fortunate, and I am deeply grateful for all the wonderful experiences I have had in the past few years, for meeting Trevor, finding *Music* and bringing our two families together. The next chapter of the adventure will be when we head off across the Pacific to live the cruising lifestyle we are both looking forward to. In the meantime, I enjoy keeping up to date with Women Who Sail Australia and learning as much as I can before we set sail. I hope to catch up with many of you along the way. Fair winds and following seas to you all.



Wedding photo credit: Judy Powell

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Jane Chevous

Does your face light up?

Jane and her husband Ivan try to follow the BBB principles on their sailing boat *Chantey*.

1. Go with open arms;
2. Walk barefoot and tread lightly on this earth;
3. Blundering or random wandering in the flow;
4. Take only friendship, leave only delight.

This afternoon I reached that overwhelm point. You know, when every part of the boat is a mess, you have more than 20 projects that you can't finish because it's too wet, too hot, you are waiting for a spare part, or you just haven't a clue how to fix it and not enough money to buy a new one. Not to mention that we recently damaged our rigging coming through the Panama Canal, which led us to postpone our Atlantic crossing. This was gutting because all our children and grandchildren live in the UK,

and we wanted to get *Chantey* back to Europe this summer so they can come sailing with us.

I'm reading a book about medieval women mystics and found a quote from Birgitta the Inspired One (isn't it a great name?): "One who craves sweetness must not flee away from things that are bitter". To be honest, I



was feeling pretty sour about our boat chaos; and the decision to postpone was a bitter one. I certainly wasn't sweet company, and it was tough to accept we had to wait another year to return to home waters. I needed the "open arms" philosophy of BBB to help me face the bitterness and find the sweetness.

BBB is founded on the practice of gratitude. Studies with people who have experienced trauma show that while we can't control the bad experiences in our lives, we can develop our skills to navigate through the stormy waters, to a place that restores our well-being. In fact, facing adversity and pushing through builds our resilience for the next challenge. We've learnt that however traumatic, we can get through this. I'm not suggesting resilience is easy, or that we should just accept adverse situations and "bounce back". I certainly don't mean we should be grateful for the bad experiences themselves. I work in a survivor-led organisation, that brings communities together to challenge abuse and support survivors. Resilience is a tribal thing, as the Women Who Sail community demonstrates every day.

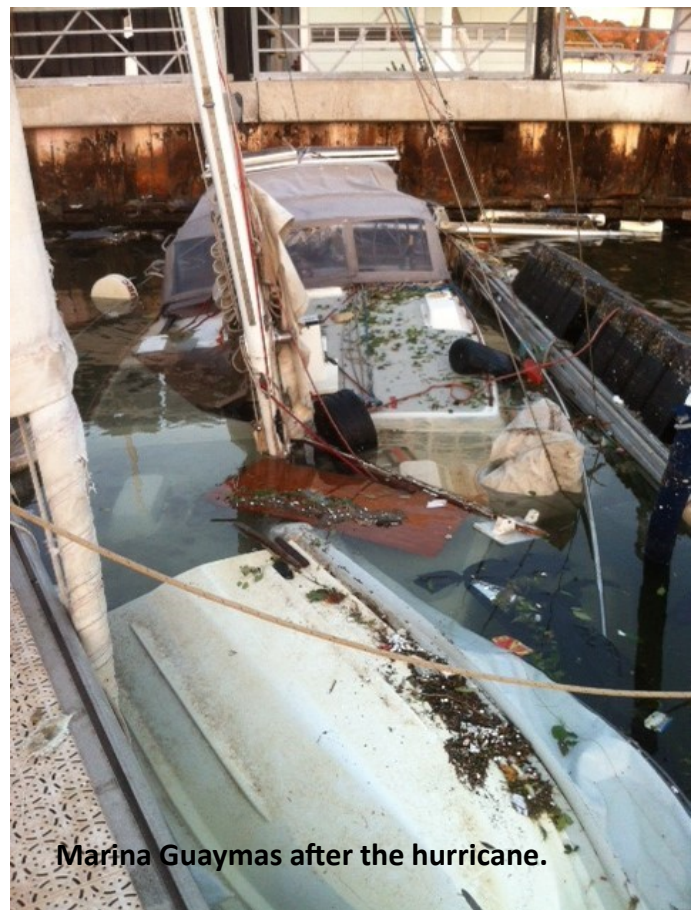
So how can we improve our navigation through life's storms? Happiness research finds it helps to have a positive outlook, to be able to live with uncertainty, and to have a life philosophy rooted in your culture, that you practice daily. Gratitude is at the core of this, a thankful appreciation for the good in your life. We are happier because we build stronger connections with others and our world, as we appreciate the gifts we receive from the universe. It may be a smile of encouragement, a welcome cup of tea, a beautiful sunset, or a bird singing in the rigging. It also shows us that our happiness doesn't depend on us getting everything right.

I need to remind myself of this when I think I have really screwed up on the boat, like misjudging a gust of wind and pranging the dock. Okay, so I felt embarrassed, but it's

only a scratch in the paintwork. We've survived a lot worse! When we first started sailing together, 20 years ago, this would probably have led to an episode of marital discord. Now we just shrug, open a beer, settle in the cockpit to celebrate another landfall, and make a note of how we can improve next time.

That's another part of the BBB open arms approach. Rather than getting into shame and blame when things go wrong, we try to focus on the positives and the lessons learnt. Of course, this isn't always easy. We were on the boat in Marina Guaymas, Mexico, when Hurricane Newton hit. It was only a Cat 1 storm but boats and docks were riding up and down like carousel horses. Mooring lines were snapping like candy and finger pontoons broke away from the main dock. We fought all night to protect *Chantey*. Five boats sank (thankfully no-one was hurt) and others sustained major damage.

Next morning the dock looked like the film set of War of the Worlds, with boats and pontoons at strange angles, masts sticking



Marina Guaymas after the hurricane.

out of the water, the harbour full of flotsam and jetsam, leaking diesel, and bits of boats. It felt surreal. We were lucky, we weren't holed, but faced 12 months' work on repairs.

That night we walked into Guaymas Centro for our anniversary meal. They were still sweeping mud and water off the streets, and putting scaffolding around the damaged dome of the historic bank. We took refuge in our favourite little Italian cafe and clinked a glass of red wine over fresh ciabatta and spaghetti. There was a lot to be thankful for. We'd confirmed we could rely on the strength of our boat and our teamwork to weather the storm. We'd learnt lots about being in a hurricane that would enable us to be safer next time. We were in a supportive community in Guaymas and knew we would all pull together to fix things. Above all we and *Chantey* were safe, and we felt even closer. As I said to my best friend when we Skyped earlier in the day, "It's like *Chantey* and we were put to the test, and we all passed."

So how can we develop our gratitude habit? Research with people who are terminally ill or bereaved shows that it's not the big experiences that matter. At the end of life, we don't look back at what we've done but to

the people we've loved. When we lose someone, it's the memories of the little moments that catch us – her chatter drying the dishes after supper, the silly songs he always sang in the car. In her book "Daring Greatly", shame researcher Brené Brown describes how these moments are the messengers of joy, if we stay open to receive them. Resting in the joy of that moment, rather than worrying about bad things that may happen or good things that didn't happen. We can be better at that by practising our gratitude habit.

I don't always find it easy to be a Pollyanna. Ivan's favourite t-shirt reads "Sometimes I wake up grumpy... and sometimes I let her sleep"! I often catch myself with a grumpy reaction and have to stop, breathe, remind myself to open my arms and blunder on into whatever this new problem opportunity brings. For me it takes intentional practice to embrace the day and stay focused on thankfulness and joyfulness. Practising mindfulness also helps me to focus on the gift of each moment and be thankful. See below for some practical ideas for developing a gratitude habit.

In the same book, Brené refers to an



interview with the great writer and Nobel prize winner, Toni Morrison, on the Oprah Winfrey Show. Toni asked the simple question — when your child, any child, walks into the room does your face light up? She confesses that when her children were little, she realised that the first thing she looked at was, were their hands clean or their clothes torn? Her heart felt loving concern but what they saw was her critical face. If a child grows up with that every day, they learn shame and rejection. Let the first thing they see be our smile and eyes alight, they learn love and self-worth.

I think this question can also transform our gratitude habit, and help us rest in the joy of each moment, even the mundane daily tasks. Ask yourself, who made my face light up today? Who showed that joyful face to me? It's just as often the worker at the dock taking your lines, or the shopkeeper greeting you as a regular customer, as it is moments with your loved ones. Moving from busy full-time work to being a full-time cruiser has helped me to slow down, take the time to say *Buenas Dias*, and share a cheery smile before getting on with my business.

Maybe you're a natural at knowing and showing your heart, or maybe like me you need a little practice. Do let me know what gets your eyes shining and brings a smile to your face. Just like we never stop learning

about sailing, I'm certainly still learning how to be a better and happier person and need all the help I can get!

One thing you can be sure of, if you happen to come across *Chantey* in some anchorage or harbour on the way, you'll always be very welcome to drop in. You'll find the usual mess, the kettle on for a cuppa, and when we see you our faces will light up.

Gratitude Habits

Spend time being thankful before you sleep – for the people and events that gave your joy, energy, life during the past day.

Practice mindfulness over everyday tasks e.g. washing on deck – appreciate the warm water, rainbow bubbles, sound of birds, sun on your back...

Make a point of expressing thanks for the little daily things – a word, a hug, a card are best, a text, email or post when we are far away. We planted flowers at a couple of marinas where we knew the staff would



appreciate it.

Hold gatherings that show appreciation. Ask the marina staff to join the cruisers' potluck, exchange gratitude gifts at a farewell coffee with friends.

Create a gratitude jar – my godchildren and their family taught me this. Decorate a jar and during the year, write something you are grateful for on a slip of paper and pop it in. Open on New Year's Eve and read out to be thankful, even during hard times.

Similar ideas include: a gratitude journal (or just a sentence in your daily journal); a small gratitude bag you can carry when you need encouragement, to hold little memory tokens like a shell or a photo, as well as gratitude slips; a gratitude banner or tablecloth using fabric pens and patchwork; a branch or piece of driftwood, decorated with baubles or ribbons and hung with leaf-shaped gratitude labels, makes a great gratitude tree; a gratitude scrapbook or photo collection.

How do you practice gratitude?



ABOVE: gratitude bag and mobile on *Chantey*.



Making gratitude patchwork in El Salvador.

Jane Chevous
Writer, Educator, Activist

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BROADEN YOUR HORIZONS WITH THE DOWN UNDER RALLY

Whether you are westbound on a circumnavigation and considering your options for cyclone season or you are already in Australia and looking to make your first offshore voyage, the *Down Under 'Go West' or 'Go East' Rally* can assist.

2017 Go East Participants 'Gadji' - New Caledonia
Image Credit: Luke Ludemann - DIY Sailing

GO EAST

CRUISERS RALLY
AUSTRALIA TO NEW CALEDONIA

If the adventure of sailing to and cruising in new countries appeals to you but you would prefer to make the voyage in the company of likeminded people then the **Go East Rally** can help turn your cruising dreams into reality.

Each year the **Go East Rally** departs Queensland for the 780nm voyage to New Caledonia.

The **Down Under Rally** believes that New Caledonia is the best-kept secret in the Pacific.

Cruising in New Caledonia offers the opportunity to sail and explore literally hundreds of miles of sheltered waterways inside the largest barrier reef fringed lagoon in the world. The lagoon is truly a sailor's paradise and offers those who cruise there clear blue water, pristine coral reefs and literally hundreds of uninhabited islands and atolls and just as many uncrowded anchorages.

The **Down Under Go East Rally** can help you prepare for the voyage, make the voyage and enjoy the destination.



Sailing, Sydney NSW
Mandatory Credit: Tourism Australia
Photographer: Hugh Stewart

GOWEST

CRUISERS RALLY TO AUSTRALIA

To sail halfway around the world and not visit & spend time cruising in Australia is simply a travesty, yet year after year many international cruising yachts choose to do just that! Why?

In years gone by, Australia earned the reputation of not being 'cruiser friendly' and this came about as a result of a few poor experiences that were caused by a lack of readily available information about what to expect and how to prepare for arriving in the country by yacht.

The **Down Under Rally** has remedied this situation and in the past 3 years more than 100 international yachts have joined the rally and entered Australia without a problem. They have then gone on to tick off many bucket list items, such as sailing under the Sydney Harbour Bridge and being on their own boat and witnessing the spectacle of the world famous Sydney New Years Eve Fireworks.

The vast majority of the East Coast of mainland Australia and the spectacular coastline of Tasmania offers the visiting cruising yacht the opportunity to sail by day and anchor at night, as well as experience some of the most diverse and spectacular locations you will ever find, in a relaxed and convenient manner.

Find out more at: www.downunderrally.com

Giant Cuttlefish

Wendy Johnson

Every year between the months of May and August, Port Lowly near Whyalla in the Spencer Gulf of South Australia, comes alive with the annual giant cuttlefish (*Sepia apama*) migration — all in the name of a whole lotta cuttlefish lovin'. Nowhere else in the world does it occur on this scale.

This annual love-fest seemed worth checking out so three of us hired a car in Adelaide and made the five-hour drive to Whyalla. We found not much in Whyalla besides the steel export port, a moderately sized country town, and lots and lots of cuttlefish looking for a mate before they die (this is tragically what the cuttlefish do after they have mated and laid their eggs).

After finding our weekend accommodation we set off to the local dive shop, Whyalla Diving services, where Tony kitted us out with thickish wetsuits and all the other gear we needed for the cold July waters. They also provided us with a map of where to find the cuttlefish and advice on what to look for before sending us on our way. The directions were clear, and it all seemed reasonably easy and, even though we managed to get lost on the way, we found the right place to go diving.

July in South Australia, on the edge of the ocean, is chilly and getting ready to dive I did question whether we were mad to be doing this, however we had come too far to not go ahead. We braced ourselves for the cold and headed on in. The entry to the water was a bit of a scramble over rocks — challenging in full dive kit — but the entrance is set up with



Giant cuttlefish looking very handsome.

a rope or two to hang on to and we made our way in without too much trouble and only one or two bruises.

As is often the case when you are looking for something very specific, we spent a short while looking hard and thinking we had missed the action, then suddenly we saw one cuttlefish, then two, and before we knew it we were surrounded. The number of these amazing creatures was incredible, far too many to count. There was a plethora of colours and sizes, mostly over about 40 cm (16 inches). They were hanging out in pairs or small groups, rarely on their own, and they appeared not in the least interested in us at all. They were all far too busy “getting busy” to be bothered by us it seemed.

These amazing beasts have the ability to change their colour, shape, and texture, and they do this in order to either blend in with their surroundings or to dazzle their friends and find that someone special. Despite their quite peculiar features, their dramatic colouring gave them an almost glamorous look.

Males greatly outnumber females, so competition is fierce and tactics are frequently bizarre. It is not unusual for younger, smaller males to pretend to be females so they can sneak in and make a play for a female while the larger bull cuttlefish are looking the other way. Bull males use all their tricks with colours and bravado to warn off interlopers with variable success. I thought the females looked quite happy to sit back looking pretty while watching the males do their thing.

The Spencer Gulf is an inverse estuary and the effects of changing water temperatures and the local environment might have devastating future effects for the cuttlefish. Fortunately, when we visited the numbers seemed healthy and those present were doing their best to contribute to the future of the species.

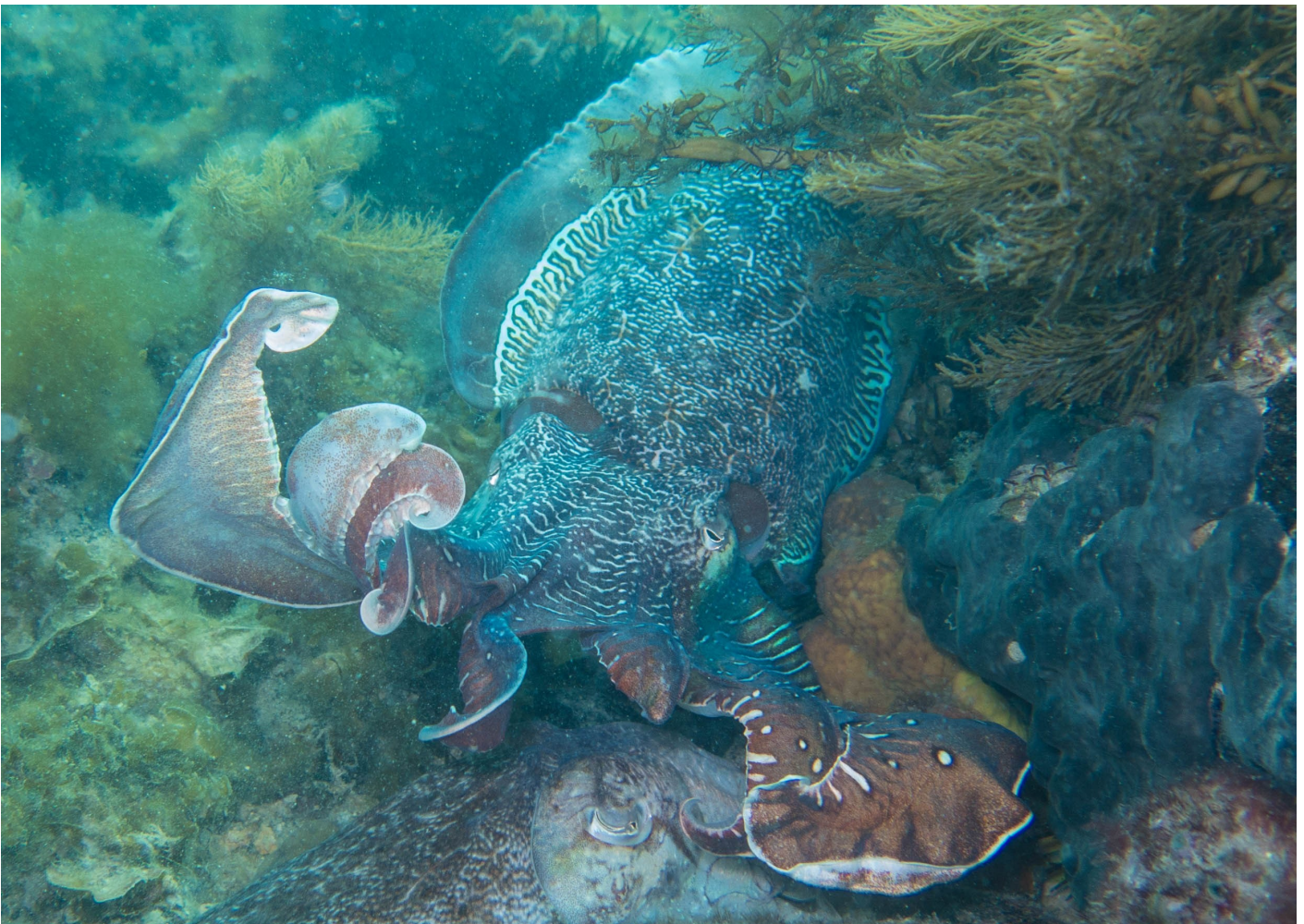
We spent about 40 minutes observing these fascinating creatures before the cold got the better of us and we headed for the car with

its waiting hot water bottles and hot drinks.

Yet again I find myself appreciating the weird and wonderful world we live in and how lucky I am to be able to see, with a little effort, some of the unique beings that live beneath the sea.

The experience was well worth the journey and the 11-degree Celsius water and I would recommend others pay Whyalla Diving Services and the Spencer Gulf a visit.

Wendy Johnson is a qualified Dive Control Specialist with a love of interacting with marine creatures big and small in their natural environment. Until recently Wendy has lived in Newcastle, NSW working for over 20 years as a nurse manager. In 2018 Wendy and her husband Alex moved aboard their yacht *Ansoba* and embarked upon a cruising lifestyle starting with a trip to New Caledonia in May with the Down Under Rally. Wendy's aim is to experience as much of the marine environment above and below the water as possible armed with her underwater camera.



For Sale: *Sea Nymph*

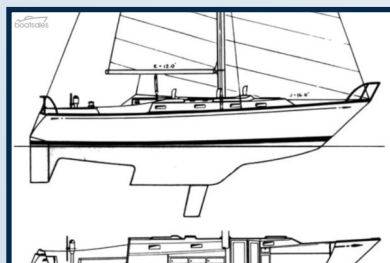
S & S Tartan 37

Sea Nymph is ready for you to go bluewater sailing. Just undo the mooring lines and wave goodbye.

1985 Tartan 37, hull number 451. We bought *Sea Nymph* in Los Angeles in 2011 and took our time sailing her to Australia via Mexico and the Pacific, arriving in Brisbane 2014.

Sea Nymph is fully imported into Australia. A current survey 2017 is available on request, also a rigging inspection was completed 2019, both with glowing reports.

If you are interested in looking at her please contact me (Cheryle) on 0418587436.



https://www.boatsales.com.au/boats/details/1985-tartan-37/SSE-AD-6082359?utm_campaign=price-alert&utm_source=notification-center&utm_medium=email



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Please don't do that!



Shelly Galligan busts medical myths and offers advice for medical emergencies on the water.

When I was working in the ER, I was always lobbying to have a bright red “hot phone” installed in the department for anyone who was thinking of doing something dicey. You call me and I’ll tell you what I think. Fairly often I’d have to say, “Please don’t do that!”



In offshore medicine circles, I am asked questions that bring back thoughts of my old “hot phone” idea. This is where my beloved red phone meets paper. We’re going to bust medical myths, kick a few Old Wives’ Tales to the curb, grab Urban Legend by the ears and maybe learn a thing or two about handling medical emergencies on the water.

Today we clean up nosebleeds — or epistaxis, the fancy medical word for bleeding from the nose. Nosebleeds can be a big mess and the amount of blood can be scary. Additionally, bleeding in general tends to invoke anxiety for the patient and caregiver alike. We’ve all heard that the first thing to do in the event of a nosebleed is to tip your head back. PLEASE DON’T DO THAT! It will not help and could potentially make things worse. Ice packs won’t help either.

Tipping the head back allows the blood to run down the back of the throat and into the stomach. Blood is very irritating to the stomach and can cause vomiting which, in turn, will increase the pressure inside the nose thus compounding the problem. Worse yet, the blood draining down the throat can plug up the airway, making breathing difficult.

The proper position when trying to get an uncomplicated nosebleed to stop is sitting up, relaxed, with the head tilted slightly forward. This allows the blood to drain out through the nostrils (better out than in) and facilitates easier breathing. Avoid the head-between-the-knees

position as well. This also tends to increase the pressure inside the nose. Keeping the head above the heart, if possible, is the best option.

The first line of defense for any bleeding is to apply direct pressure. This is absolutely the case where the nose is concerned. When a blood vessel inside the nose begins to bleed, it is most often one that is located toward the front of the nose, nearest the nostrils. Direct pressure is easily applied by pinching the nose closed with the thumb and index finger on the fleshy part of the beak. Feel down the sides of your nose with me now, starting at the bridge and going down toward the nostrils. Notice the hard, bony part that runs about halfway to the tip, then ends abruptly? This is NOT the part to pinch closed. Pinching the hard, bony part will not compress the bleeding vessel inside the nose. Instead, apply pressure just below that on the softer, lower part of the nose. Hold pressure here for 15 minutes. No peeking, no picking! We may have to hold pressure longer for someone taking blood thinners, which is just one reason we should always know what medications our crew is taking. If you sail short-handed, consider investing a few dollars in a nasal clip. It’s a kinder, gentler medical

clothespin for applying hands-free pressure.

Squirting a little over-the-counter nasal decongestant spray containing the ingredient oxymetazoline, such as Afrin®, Neo-Synephrine®, or Dristan®, up the bleeding side of the nose, then holding pressure, can be effective for hard to stop bleeds. Oxymetazoline acts by shrinking the blood vessels of the nasal passages. These sprays, however, are only for short term use. Overusing them can cause stuffiness.

Once the bleeding has stopped, avoid bending over, straining, heavy lifting, blowing, and/or picking the nose which could cause re-bleeding. It's important to give the schnoz a few days for the broken vessel(s) to heal.

Some common causes of nosebleeds include dryness, picking, injury, high blood pressure and blood thinning medications such as warfarin, aspirin, and non-steroidal anti-inflammatories. Most nosebleeds can be handled on the boat, but some may require medical care.

Prevention goes a long way. If the cause is dry air: consider a humidifier or vaporizer; the application of topical moisture (like petroleum jelly) to the inside of the nose; or moisturizing saline nasal sprays. Limit the use of over-the-counter blood thinning drugs like aspirin and ibuprofen. Avoid using cold and allergy medications too often as they also dry out the nose. Follow your physician's instructions regarding the use of prescribed blood thinners. If you have high blood pressure, talk to your doctor and get it under control. It's damaging more than just your nose. Don't smoke and use nice, soft tissues when blowing. Be kind to your nose!

When do you need help? Seek emergency medical treatment if: you can't get the bleeding to stop despite applying pressure in the correct place, firmly enough and long enough; the bleeding is more than you would

expect from a nosebleed, causes weakness and/or dizziness; the bleeding affects your ability to breathe; there are other injuries that require care like broken facial bones or a head injury.

The good news is that most nosebleeds appear worse than they really are, can be stopped easily with direct pressure, and usually don't require emergency medical attention.

Your own internet search may give other advice but remember that you can't always trust Dr. Google. He's only as good as the questions we ask him, and he doesn't have malpractice insurance.

Have a medical myth you want busted? I'm all ears. Contact me and we'll get to the bottom of it!

Medical Disclaimer: I am not a physician. I am an offshore medicine certified RN with 20+ years of ER experience and a heck of a lot of common sense. Follow up with your healthcare provider for any questions or concerns. Read my full disclaimer here. (<https://shellygalligan.com/wp-content/uploads/2018/07/Terms-and-Conditions-180708.pdf>)



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Upon a painted ocean: Cruising artists

Margaret Coulson

My husband Glen Battershill and I purchased *Tailana*, a DeFever 44, three years ago and spent a great deal of time (and money) getting our pleasure cruiser ready for this trip and many to come.

My art background was drawing people and architectural landscapes in graphite, pantone pens and ink, as a young adult and I only discovered pastels a few years ago. In recent years I have refined my pastel painting and oil painting techniques, becoming particularly interested in the many facets of water and the reflective compositions that the element of water helps create. Architectural landscapes and portraits also continue to be a focus.

My works have been accepted into a number of competitions and I've has produced several pastel portraits on commission.

These paintings were just quick stretches while on our Tasmanian cruise using a combination of watercolours, ink and watercolour pencils.

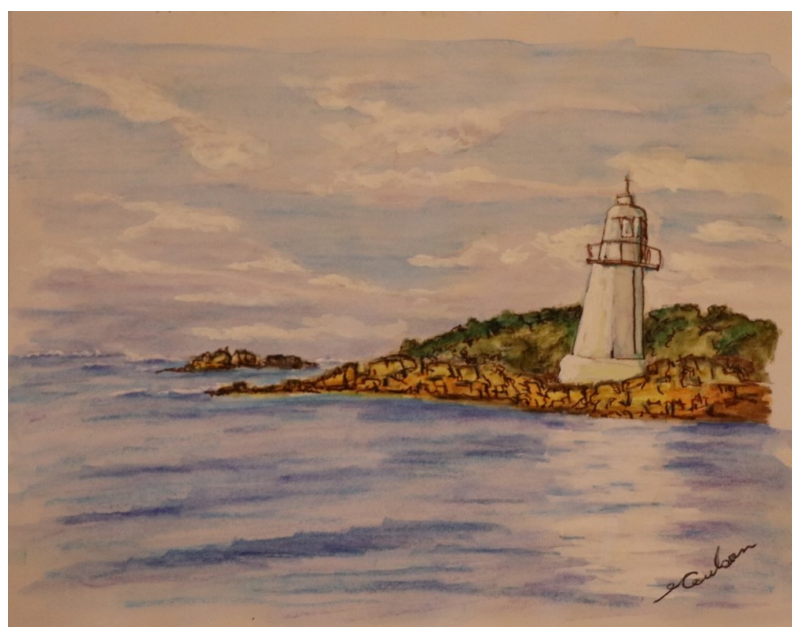
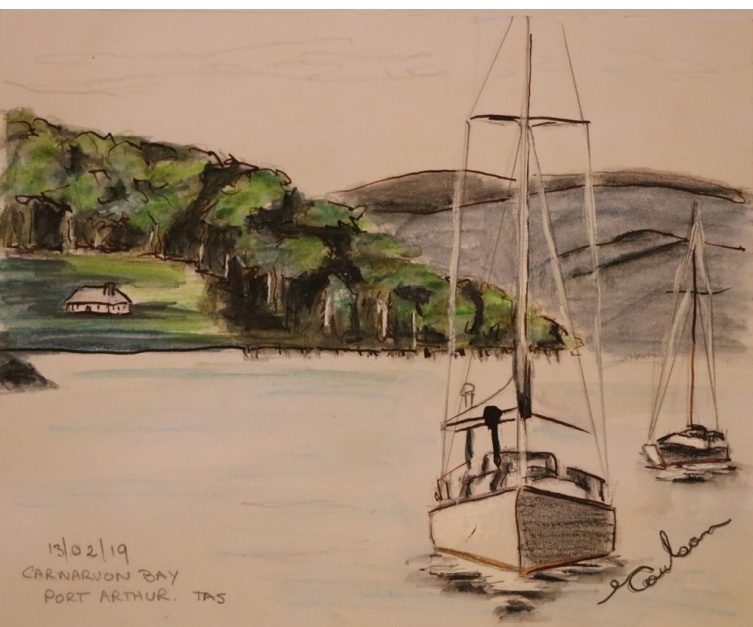


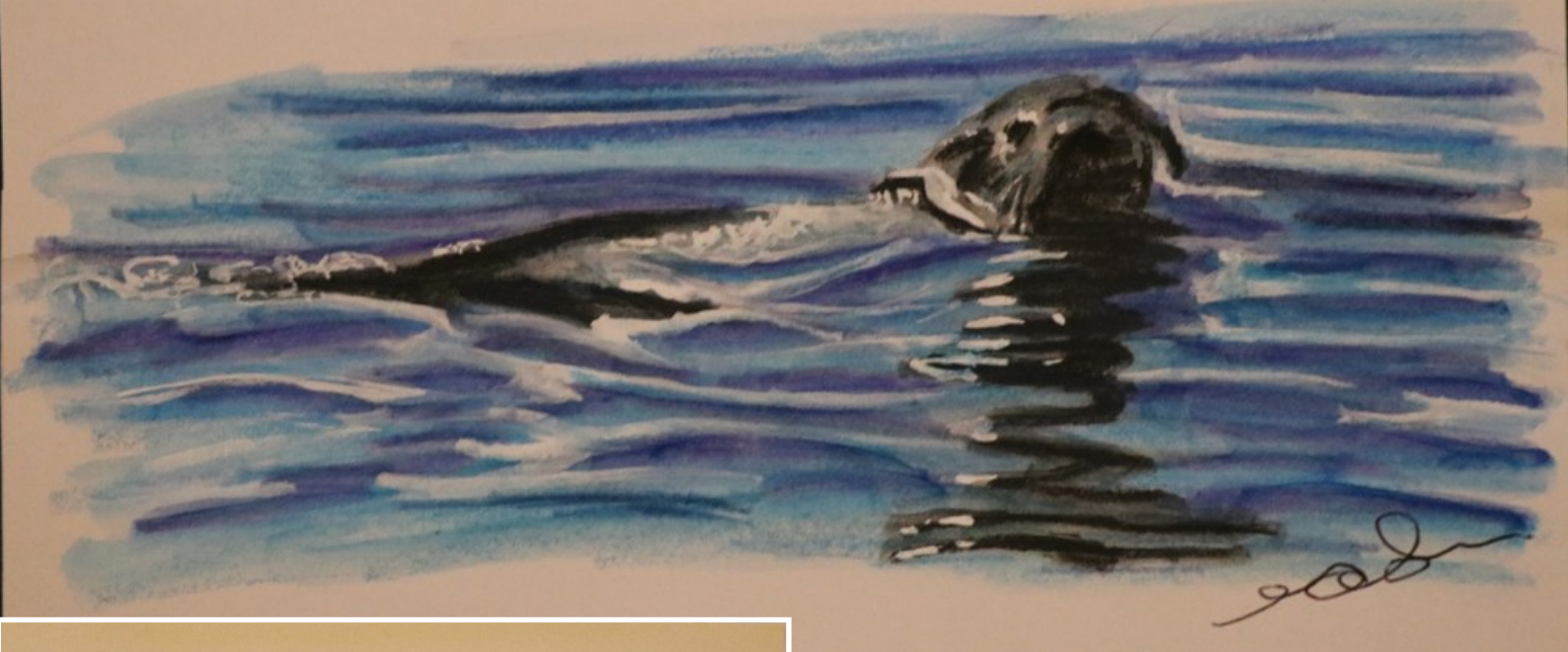
TOP: Strahan, Tasmania.

ABOVE: Creek Inlet, Bramble Cove, Port Davey.

BELOW LEFT: Carnarvon Bay, Port Arthur.

BELOW RIGHT: Hells Gate, Macquarie Harbour.





ABOVE: Seal swimming, Cygnet.



LEFT: Passing sailing boats through Schouten Passage.

BELOW: Claytons Corner, Bathurst Harbour.



Pearls of Wisdom



Terrie Connellan shares her tips for growing greens on board.

Storing greens and herbs on board can be a challenge, especially in Queensland (Australia) summers, so I decided to grow my own. These little babies love the fresh air and sunshine.

Cane baskets are perfect containers onboard as they are good drainers, easy to move in and out of the weather, and are cheap from most op shops.

Start by lining a basket with an old tea towel, t-shirt, or old shorts/jeans. Make sure they've been rinsed in fresh water. Lining will allow for drainage while retaining the soil.

Next, fill with organic soil then plant seedlings. I like to plant lettuce, parsley, basil, and baby spinach together as they have the same water needs (ie sage, rosemary, oregano, and thyme don't like much water).

Cover the soil with cane mulch (or tea leaves) to retain moisture. Lastly, give them a good water.

I water my basket daily and give them a spray of water. Catch and use rainwater where possible. Once a fortnight, or when needed, I give them some food such a spray of diluted Eco Seaweed.



When plants are thriving remember to pick lettuce leaves from the outside to allow for continued growth.

Send your 'pearls of wisdom' to editor@sistershipmagazine.com

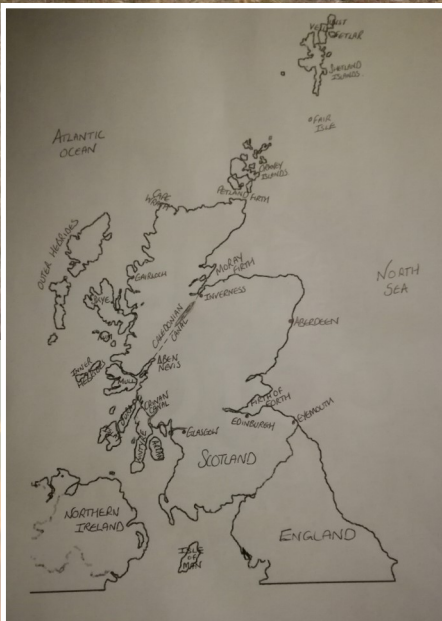
Part 3

The coast of Scotland: A photo essay

By Sarah Rutt

Rona.

Sunset on Skye.





Isle of Harris, Outer Hebrides.

I hope you might like to join me in a little piece of northern paradise, while it's not bathed in wall to wall sunshine (in fact it rains quite a lot) the scenery is spectacular, the wildlife amazing, and it's not overcrowded with boats. Our forays around northern Europe have taken us to many different countries but Scotland is one of our favorite destinations. I hope the following photo journey will give you a small peek into a wonderful place.

The north west of Scotland was a special cruising ground for us, we loved the remoteness and the spectacular nature around us. The Isle of Skye is a geological wonder and a circumnavigation provides

weeks of exploring. There are also smaller less populated islands to visit, a couple of our favorites being Rùm and Rona. The Highlands of Scotland on the mainland are also remote with scenery that takes your breath away and small friendly communities. We briefly visited the Outer Hebrides, but we did not have time to really appreciate its character. This remote area provides great sailing, sheltered anchoring, amazing wildlife, and walks with wonderful views so I hope my photo selection will give you a taste of what we discovered although rain stopped play, preventing photos of all the places we visited.



Stornoway, Outer Hebrides.



Carlost, Skye.

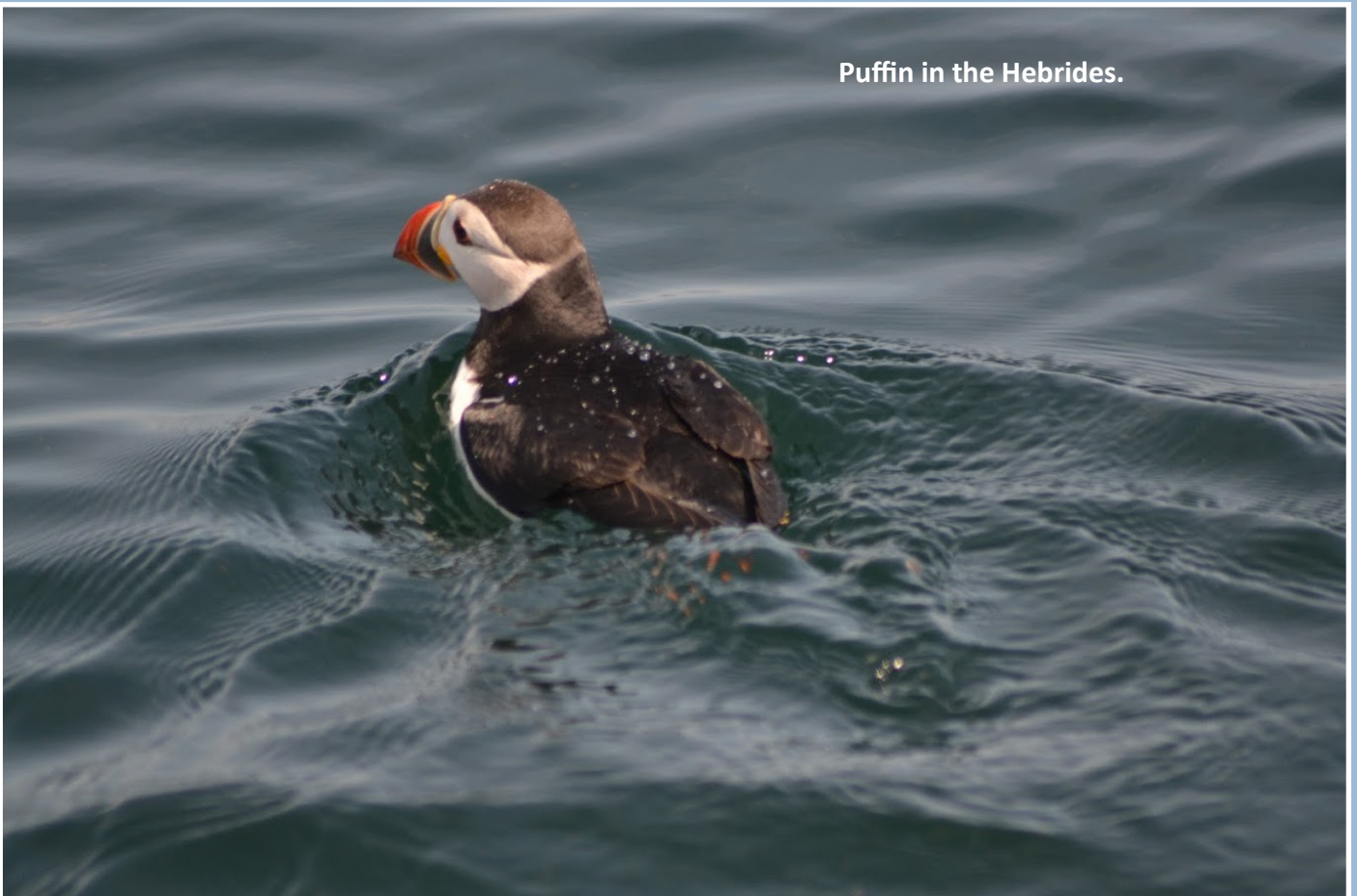
Portree, Skye.



Carbost, Skye.

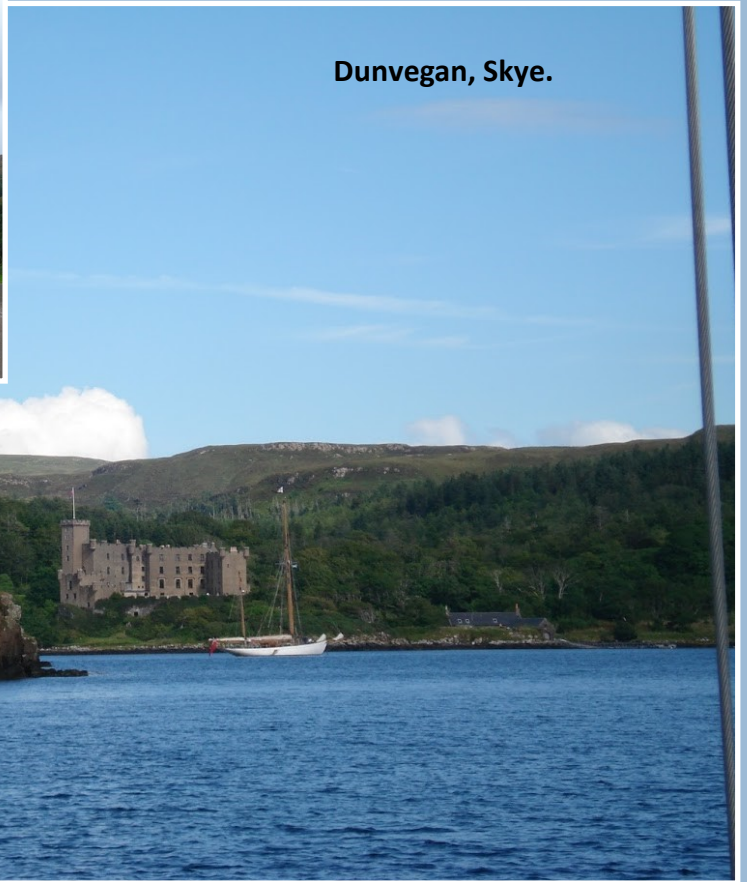


Puffin in the Hebrides.





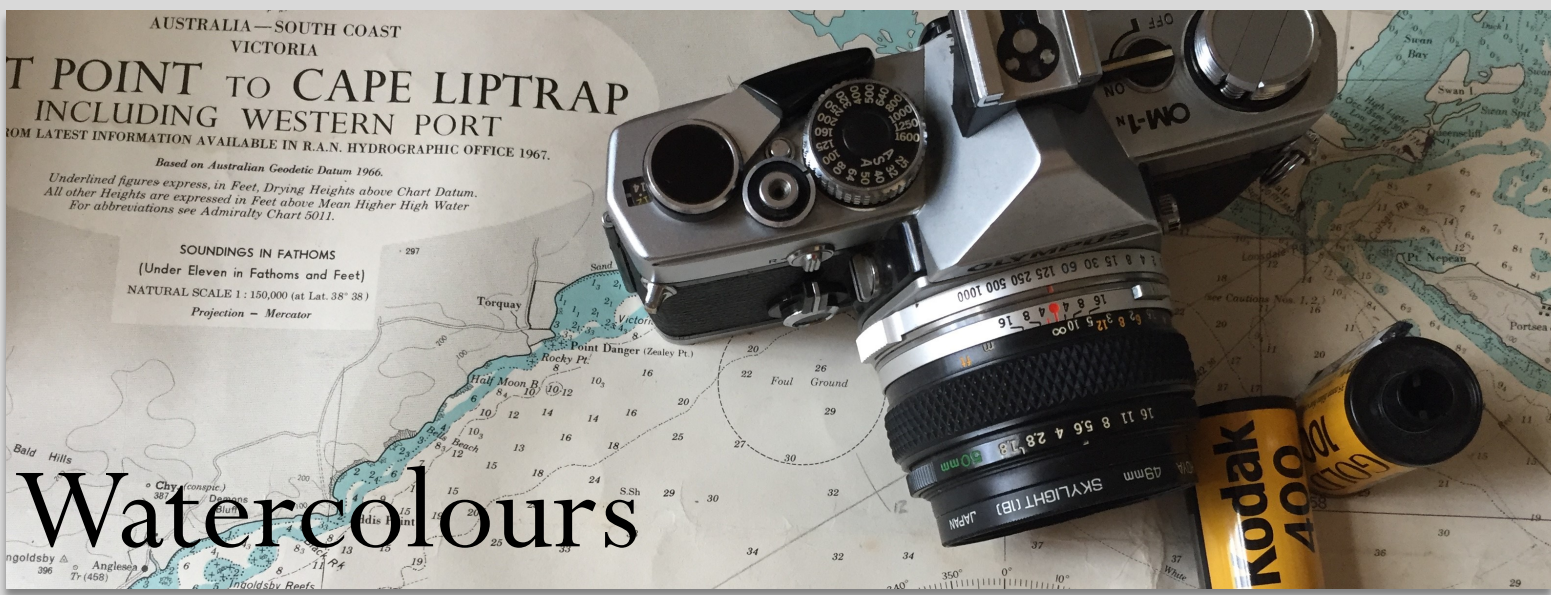
**Kinloch Castle,
Isle of Rùm.**



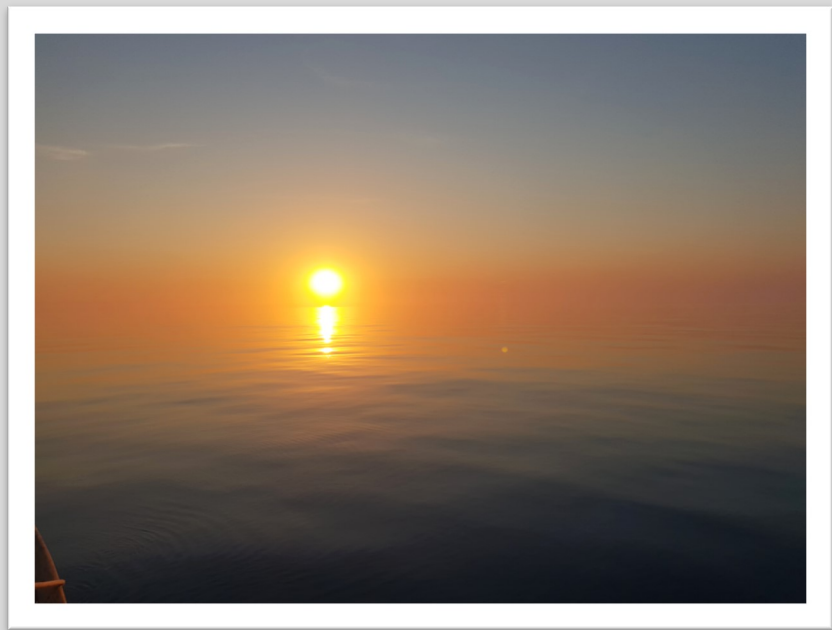
Dunvegan, Skye.



Isle of Rùm.



All photos published go into a draw at the end of the year to win SisterShip merchandise!



LEFT: Sunset at Kindermar reef, Queensland, AUSTRALIA.
Taken by NAOMI GREEN

BELOW: Manta ray.
Taken by LYNNE DORNING SANDS

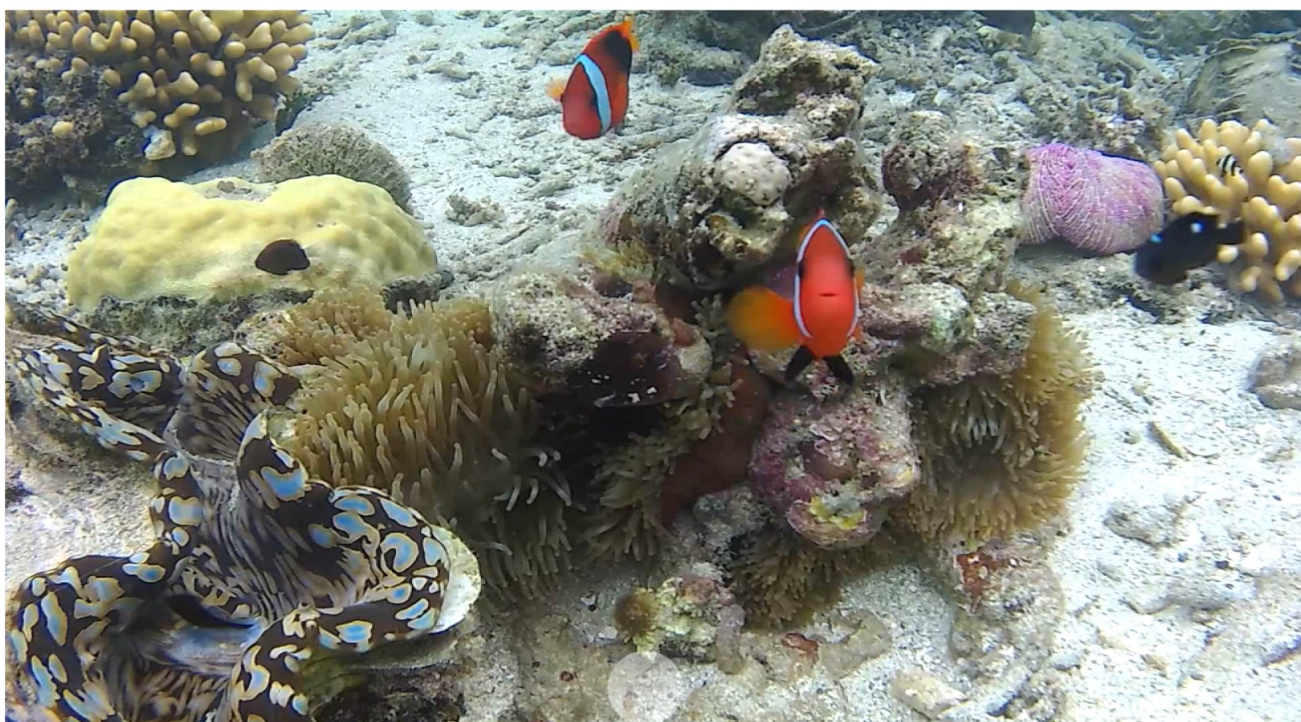




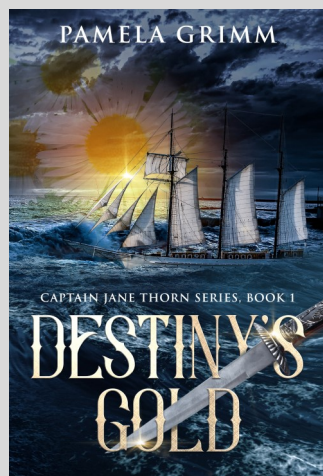
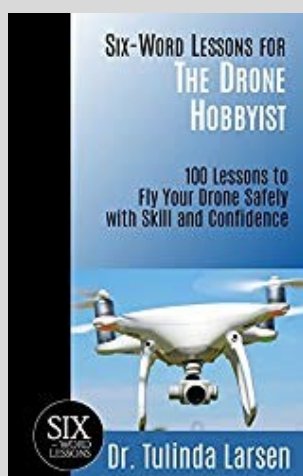
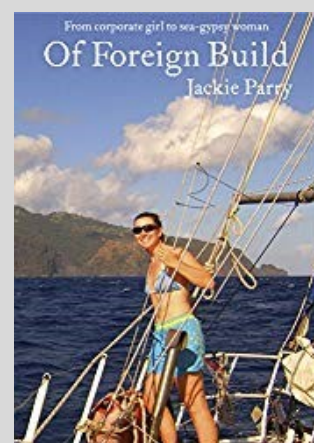
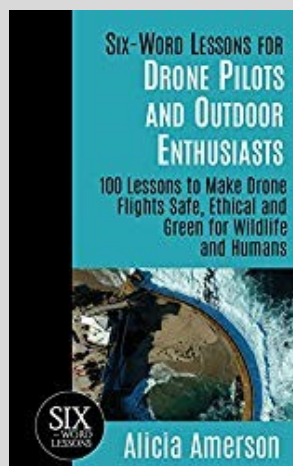
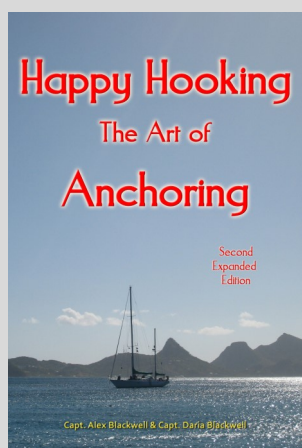
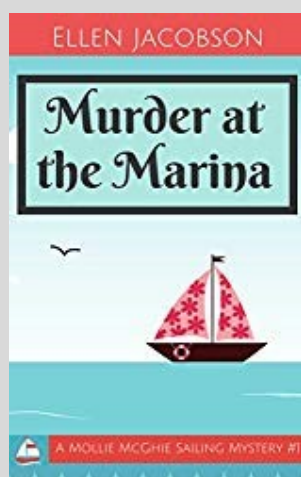
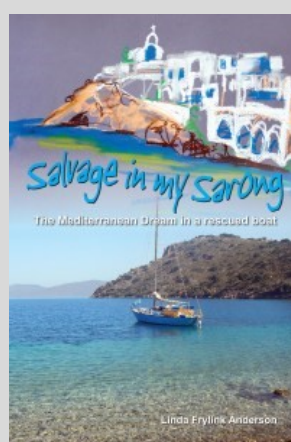
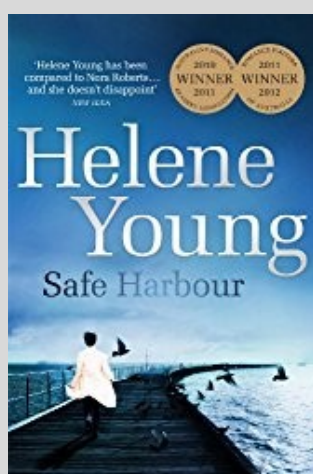
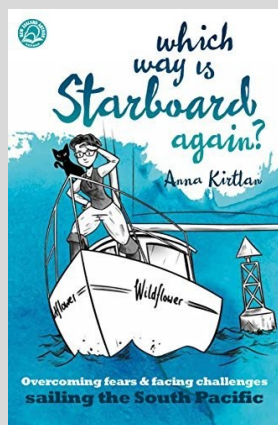
ABOVE: Boat-cat Memphis aboard *SV Easter Rose*, Townsville, AUSTRALIA. Taken by LANISE EDWARDS.

ABOVE RIGHT: Dux anchorage, Moreton Bay, Queensland. AUSTRALIA. Taken by TERRIE CONNELLAN.

BELOW: Aore Island coral under jetty, VANUATU. Taken by CHERYLE MATTHEW



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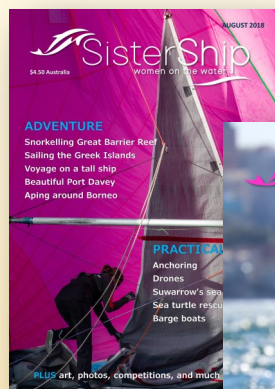
Look for the dolphin!

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